URBAN\MUNICIPAL
CA4 ON HBL A05
C51T6
1997

AGENDA

TRANSPORT AND
ENVIRONMENT COMMITTEE

JAN. 20, 1997 ...

URBAN\MUNICIPAL
CA4 ON HBL A05
C51T6
1997

URBAN MUNICIPAL

JAN 20 1997

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 January 20
9:30 o'clock a.m.
Room 233, City Hall

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

Kevin C. Christenson, Secretary
Parks and Recreation Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) By-law to stop-up, close and sell that portion of Upper Horning Road from Omni Boulevard to Upper Horning, and a portion of the original road allowance between Lots 54 and 55 in the geographic Township of Ancaster

   (b) Hamilton Bio Conversion Inc.
   Application to Amend Provincial Certificate of Approval
   Waste Processing Facility
   Karl Gonnsen and Charles Hailes

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Ferguson Avenue South, between Main and King Streets

   (b) Local Improvement Charges for the construction of Roads, Curbs, Sidewalks and Alleys

   (c) Intersection of Chesley Street and Chester Avenue - Intersection Control

   (d) Blue Box Pick-up - Information Report

4. **ALDERMAN Wm. McCULLOCH**

Parking Tickets - Enforcement in Certain Areas

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

1 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 8
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT:

By-Law to stop-up, close and sell that portion of Upper Horning Road from Omni Boulevard to Upper Horning, and a portion of the original road allowance between Lots 54 & 55 in the geographic Township of Ancaster. (R-97-01)

RECOMMENDATION:

That the appropriate by-law to stop-up, close and sell the subject land being described as that portion of Upper Horning Road from Omni Boulevard to Upper Horning road designated as Parts 2, 3, 4, 5 & 6 on Plan 62R- , and part of the original road allowance between Lots 54 & 55, Concession 3 in the geographic Township of Ancaster designated as Part 1 on Plan 62R- .

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the above mentioned City Lands, a sum of $70,434.00 be credited to Account Number CH4X501-00102 (Reserve for Property Purchases/Sales).

(cont'd pg 2)

Stop-up, close and sell that portion of Upper Horning Road from Omni Boulevard to Upper Horning, and a portion of the original road allowance between Lots 54 & 55 in the geographic Township of Ancaster. (R-97-01)
1997 January 8

BACKGROUND:

The City Council at its meeting 1996 December 10, adopted Item 43 of the 16th Report of the Transport and Environment Committee to stop-up, close and sell a portion of Upper Horning Road and the original road allowance. City Council authorized the sale of these properties to Frank Mulas Construction Limited and Dicenzo Construction Company Limited and Sunshine Construction Incorporated. It is necessary to proceed with the closure in order to complete both sales.

sk:GM/KML
Encls.

cc/F. Angelici, Planning Department
cc/K. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO STOP-UP, CLOSE AND SELL THAT PORTION OF UPPER HORNING ROAD FROM OMNI BOULEVARD TO UPPER HORNING ROAD, DESIGNATED AS PARTS 2, 3, 4, 5 & 6 ON PLAN 62R- , AND THAT PORTION OF THE ORIGINAL ROAD ALLOWANCE BETWEEN LOTS 54 & 55, CONCESSION 3 IN THE GEOGRAPHIC TOWNSHIP OF ANCASTER DESIGNATED AS PART 1 ON PLAN 62R- . (R-97-01)

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 43 of the 16th Report of the Transport and Environment Committee on 1996 December 10, authorized the City to stop-up, close and sell part that portion of Upper Horning Road from Omni Boulevard to Upper Horning, and a portion of the original road allowance between Lots 54 & 55 in the geographic Township of Ancaster.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. To stop-up, close and sell that portion of Upper Horning Road from Omni Boulevard to Upper Horning, designated as Parts 2, 3, 4, 5 & 6 on Plan 62R- , and that portion of the original road allowance between Lots 54 & 55, Concession 3 in the geographic Township of Ancaster designated as Part 1 on Plan 62R- . (R-97-01)

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Are hereby authorized.

2. That an offer to purchase the northerly half of Upper Horning Road described as Parts 3 & 5 be extended to Dicenzo Construction Company Limited and Sunshine Construction Incorporated.

3. That an offer to purchase the southerly half of Upper Horning Road described as Parts 2, 4 & 6 on Plan 62R- and that portion of the original road allowance between Lots 54 & 55 in the geographic Township of Ancaster described as Part 1 on Plan 62R- be extended to Frank Mulas Construction Limited.

(cont'd pg 2)

4. In the event that the Dicenzo Construction Company Limited does not accept the offer in Item 2 within thirty (30) days of the passing of this By-Law, that the soil and freehold of certain City Lands described as Part 3 & 4 on Plan 62R- being part of Upper Horning Road be offered to Dicenzo Construction Company Limited and Sunshine Construction Incorporated for the sum of $27,495.00 in accordance with the provisions of the offer to purchase dated 1996 December 9; subject to the Highway Closing and Sale Provisions in the Registry Act and the Municipal Act.

5. In the event that Frank Mulas Construction Limited does not accept the offer in Item 3 within thirty (30) days of passing of this By-Law, that the soil and freehold of certain City Lands described as Part 1 on Plan 62R- being part of the original road allowance between Lots 54 & 55 in the geographic Township of Ancaster and Parts 2, 5, & 6 on Plan 62R- being part of Upper Horning Road be offered to Frank Mulas Construction Limited for the sum of $42,939.00 in accordance with the provisions of the offer to purchase dated 1996 December 10; subject to the Highway Closing & Sale Provisions in the Registry Act and the Municipal Act.

6. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this day of A.D. 1997

City Clerk Mayor

CITY OF HAMILTON

- RECOMMENDATION -

1(b)

DATE: 1997 January 14
SWE308-07-H

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) at 2380 Brampton Street, Hamilton**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton objects to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 2380 Brampton Street, Hamilton, until an Odour Abatement Program is implemented and monitored to demonstrate, after a minimum six month testing following the Program commencement, that no negative odour problems affect nearby residents and businesses, and that all other environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval for Hamilton Bio Conversion Inc. to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

METROPOLITAN PLANNING & ENGINEERING INC.
3370 SOUTH SERVICE ROAD
BURLINGTON, ONTARIO L7N 3M6
TELEPHONE: (905) 637-2926 FAX (905) 637-3268

January 7, 1997

Mr. J. D. Thoms
Commissioner
Regional Environment Department
The Regional Municipality of Hamilton Wentworth
35 King Street East, 4th Foor
Hamilton, Ontario
L8N 4A9

Dear Mr. Thoms:

Re: Hamilton Bio Conversion Inc.
Application to Amend Provisional Certificate of Approval, Waste Processing Facility, No. A650025

This is in response to your report dated October 29, 1996 (SWE308-07H) to the Chairman and Members of the Environmental Services Committee on the subject amendment to the company Provisional Certificate of Approval, No. A650025 and the Environmental Services Committee meeting held November 5.

An application for an amendment to Hamilton Bio Conversion Inc. Provisional Certificate of Approval has been circulated within the pertinent Regional and City of Hamilton Departments for comments. One negative comment was received from the Environmental Health Branch with regards to a number of odour complaints.

As a result of this concern your report recommended that the MOEE be advised that the Region object to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) until an Odour Abatement Program was implemented and monitored to demonstrate, after a minimum six month testing following the Program commencement, that no negative odour problems affect nearby residents and businesses.

The purpose of this letter to outline the Odour Abatement Program that has been implemented at Hamilton Bio Conversion.

1. **Misting Agent (EcoSorb)**

The primary cause of the odour problem was due to the tipping bay doors being open a large portion of the time in order to accommodate the traffic flow during the unloading operation as well as the cleaning and loading of the empty plastic totes.

...../2

A product was brought to our attention that has been used by several operating plants that have had serious odour problems (Eg. tanneries, slaughter houses, refineries, food processing plants). The material is a natural organic product that originates from the sap of a native tree in Australia. It reacts with malodorous substances such as sulfur compounds to nullify the odour. The material is applied in the form of spray. It is not a masking agent. This system was installed at the plants two tipping bay doors in early October. Whenever the unloading bay doors are opened the misting system is activated and sprays a fine mist that reacts with any odorous substances. We consider this a positive step in reducing odours to the environment. The system is working effectively.

2. Plant Air Balance.

An engineering firm has confirmed that generally a negative air flow exists within the plant. Our observations confirm this with the exception of a small area at the ceiling of the tipping bay door. This is probably due to the fact that hot air rises and the negative air flow is minimal near the ceiling. To assist in keeping the air flow to a minimum when the unloading bay doors are open, one of the large supply air ducts to the tipping bay area was turned away from the doors and the damper controls were adjusted.

In addition an interlock shut off device has been installed on the two fans that direct air to the tipping bay doors. Whenever the doors are open, a breaker switch is activated which shut off the fans thereby preventing any odorous air from entering the receiving area. This work was completed November 11, 1996.

3. Additional Measures Planned

A new high pressure washing system has been installed for hand washing of plastic totes. The new exhaust stack from the gas fired heater will be equipped with a misting system to encapsulate and destroy any potential odours from using inside combustion air as was installed at the tipping bay doors.

Similarly, the odour control misting system will also be installed at the discharge of the exhaust stack from the plant hot water boiler. Again this gas fired furnace uses inside plant air for combustion air which at times can be odorous.

Plant cleanliness and immediate processing of waste material has also assisted in minimizing the generation of foul odours.

You can be assured that we will continue to monitor this program and if the measures implemented are not adequate then new initiatives will be explored.

...../3

We would like to point out that the majority of the odour complaints occurred during the month of September, 1996 while a research and development project was being conducted. This commercial scale research demonstration project involved the treatment of sewage sludge. The objective of the study was to demonstrate the efficacy of the process in converting sewage sludge to a useful end product for fertilizers and fertilizer supplements or soil amendments or conditioners that are safer, of higher value and of wider application than the unprocessed sewage sludge. A new indirect drying technology was also being evaluated. This project lasted for less than one week and was shut down due to odour complaints.

We are pleased to report that the Ontario Ministry of Environment and Energy and your Environmental Health Branch have not received any complaints since the September research program.

It is our understanding that the Hamilton Bio Conversion Inc. Certificate of Approval amendment will be on the agenda of your Transportation and Environment Committee meeting scheduled for January 20, 1997. We will be present to answer any questions with regard to this application.

Yours truly,



Karl Gonnsen, P.Eng.

KG/jc

cc: P.K. Dunn, Manager Waste Management, Region of Hamilton Wentworth
Val Terluk;, Supervisor, Waste Management, Region of Hamilton Wentworth
Kevin Christenson, Legislative Assistant, City of Hamilton;, 71 Main Street W, 2nd floor.
Lee Van Biesbrouck , Supervisor of Approvals, Ontario Ministry of Environment & Energy.
Martin McConnochie, Senior Environmental Officer, MOEE
Rene Branconnier, President, Hamilton Bio Conversion Inc.

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Hamilton Bio Conversion Inc., requesting an amendment to its existing Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) located at 2380 Brampton Street, Hamilton. The application requests an expansion of the current operations. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

The proponent, Hamilton Bio Conversion Inc. is in the business of waste conversion and waste management. The company is the developer of a patented process that rapidly converts organic waste into high value feed supplement for the agricultural industry, or an organic fertilizer and soil conditioner for the fertilizer industry. The plant has been opened since July, 1995.

Hamilton Bio Conversion Inc. processes various non hazardous solid and liquid food wastes generated by fruit and vegetable wholesalers, retailers, bakeries, and restaurants. These wastes are transported to the facility, slurried and fermented under aerobic thermophilic conditions to produce a single cell protein. The protein is dried to permit handling and packaging and then marketed as a high protein animal supplement.The process is all done indoors (please see attached for a complete process description).

The entire process will be enclosed in a building under negative pressure. All parts of the process will be vented to the odour combustor unit, including: the truck unloading bay, off gases from the receiving hopper/shredder/blending tank assembly, all off gases from the raw slurry storage tanks/fermented solids storage tank/recycle sump, and all off gases from the dryer unit.

The odour control system will ensure that the plant does not release odours to the environment. Air emissions from the proposed plant are expected to be well below MOEE guidelines and odours will not be detected at the property line.

The proposed amendments will impact the operations in various ways. The proponent has requested the plant be permitted to accept up to a maximum of 278 tonnes of liquid and solid non hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste. Currently, the plant receives 113 tonnes of raw waste. The average daily throughput design capacity is rated at 181 tonnes per day. Total incoming waste shall not exceed 1393 tonnes per week.

The hours the plant would receive and process waste would be amended to 24 hours per day, 365 days per year. The waste receipt area would expand from the Regions of Hamilton-Wentworth, Halton and Niagara to include all provinces within Canada and the States of New York, Michigan, Pennsylvania and Ohio.

Since the original Certificate of Approval was granted the proponent has implemented a number of operational and process changes which include improvements to the receiving area for incoming waste and modifications to the storage facilities within the building. Most significantly improvements have been made to the odour control system. The most important change has been the inclusion of a state of the art odour combustor (compact regenerative thermal oxidizer). This odour combustor improves thermal efficiency by recovering 95% of the energy utilized. The replacement of the odour absorption system with an odour combustor treats all the air in the plant, including air from the transfer station, which is directed to the dryer, prior to entering the odour combustor which has a operating temperature of 900 degree Celsius and a residence time of 0.75 seconds.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and Regional Departments, were requested to review the background documentation provided by Hamilton Bio Conversion Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, have any impact on the sewer system, or conflict with the City of Hamilton Official Plan. The proposed site is located in a heavy industrial area.

The Fire Department has served the Hamilton Bio Conversion Inc. a report indicating deficiencies pertaining to the present set-up and occupancy of the building (please see attached list of fire safety requirements). Provided that all the requirements are complied with the Fire Department has no objection to the application.

The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. The Regional Public Health Department did express concerns regarding odour. Subsequently, the Department is advising the MOEE oppose any increase in operations at the facility, until an Odour Abatement Program be implemented and monitored and be shown to prevent any negative effect on neighbouring business and residents. As noted above, the proponent has made a significant financial investment to minimize any odour problems with the increased operations.

No other negative impacts currently exist or are expected to materialize as a result of the proponents proposed activities. The benefit is quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The City acknowledges and supports Hamilton Bio Conversion Inc.'s work which involves recycling of commercial/industrial refuse. Moreover, the operations will minimize waste generation and maximizes resource conservation. These outcomes correspond with Hamilton-Wentworth's Vision 2020 Sustainable Community Plan, and its recommendations to reduce and recycle waste.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

Attach.

Hamilton Bio Conversion Inc.

Process Description

Waste enters the plant through an enclosed receiving bay where it is dumped and trucks are cleaned prior to departure. Raw wastes are inspected and loaded into large and powerful hydropulpers to be ground and slurred in preparation for digestion. Prepared slurry is pumped to the raw waste storage tanks from where it is introduced to the processing tanks. In order to eliminate the possibility of foul odours escaping from the receiving area, the whole section is maintained under a slight negative air pressure and the exhaust air is processed through the thermal oxidizer system.

From the raw waste storage tanks, the slurry is fed on a continuous basis to four separate pairs of sequenced fermenters. There are numerous advantages to using separate units, including the ability to segregate raw waste materials if desired, and the possibility of mixing wastes to favour vigorous digestion and finally to tailor operating capacity to raw product availability. The raw material storage tanks are aerated to ensure that no anaerobic processes are initiated prior to entering the dual digesters.

This patented two stage fermentation process which is the heart of the system is tightly monitored and controlled to maintain optimal temperature, aeration rate and mixing. The reading of pH, dissolved oxygen and slurry temperature indicate to the control operator how the bio conversion process is progressing. Since the process is actually auto-thermal and microbes have tendency to auto regulate themselves by approaching their own growth limiting conditions in a cyclical fashion, speeding up and slowing down the Thermo Master process intervenes to maintain conditions such that the organisms in the steepest part of their growth curve, thereby optimizing the natural process.

The fermentation or bio conversion takes place in closed tanks. Air is pumped in to maintain proper conditions for aerobic growth. Even though the aroma of the process is not unpleasant, the air from all tanks and from the raw receiving area is collected and sent to the thermal oxidizer before being allowed to leave the plant.

Once the process is complete, usually after 24 - 48 hours of microbial action at temperatures up to 70°C, the product is pumped to finished product holding vessels and from there to a blending/mixing with recycled dry product to produce a 50% solids material.

This mixture enters the final product dryer. Depending on a number of factors, including end use, the moisture in the finished material will be reduced to about 10%. The dry product is then processed through extruders to produce a pelletized end product for bagging or bulk shipment.

Each Thermo Master Plant is equipped with a quality control lab where all necessary day to day process and product monitoring tests can be performed.

FP/bjr

File No. 7247

Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels — Office of the Fire Marshal / Bureau du commissaire des incendies

Ontario

Inspection Report / Rapport d'inspection

Fire Code / Code des incendies

Dated in Hamilton, Ontario this 17th day of October, 1996

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date of inspection / Date d'inspection October 10, 1996	Name of occupant / Nom de l'occupant(e)
Name of Fire Department / Nom du service des pompiers Hamilton Fire Department	Address of property / Adresse du bien 2380 Brampton Street
Address of Fire Department / Adresse du service des pompiers 55 King William Street	Hamilton, Ontario
Hamilton, Ontario	Occupancy or property use / Utilisation du bien ou occupation Industrial
Name and telephone no. of inspector / Nom et n° de téléphone de l'inspecteur (trice) N. Gruevski 546-3350	Name of owner / Nom du /de la propriétaire Hamilton Bio-conversion Inc.
Name of person contacted / Nom de la personne contact Dean Branconnier	Address of owner / Adresse du /de la propriétaire c/o Thermo Tech Technologies
Position and telephone no. of contact / Poste et n° de téléphone de la personne contact Assistant Plant Manager 561-3816	2380 Brampton St., Hamilton L8E 5V9

During an inspection of the above property, the following contraventions of the Fire Code (made under the Fire Marshals Act) were noted:
Les infractions suivantes au Code des incendies (pris en application de la Loi sur les commissaires des incendies) ont été relevées lors de l'inspection du bien susmentionné:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Description de l'inspection
1	6.3.2.1.	Establish a maintenance program for the building's fire alarm system in
		accordance with Article 6.3.2.1. of the Ontario Fire Code which
		references Section 4 of ULC Standard ULC S536-1979. This will require:
		a) a complete test of the building's fire alarm system now and annually
		hereafter
		b) the monthly test now and monthly hereafter and the daily check as
		described in the above regulations.
2	6.5.3.-	Establish a maintenance program for the building's sprinkler system in
	6.5.6.	accordance with Subsections 6.5.3.-6.5.6. inclusive of the Ontario Fire
		Code. Test the building's sprinkler system now as per the time intervals
		outlined in Articles 6.5.5.1.-6.5.5.7. inclusive of the Ontario Fire
		Code.
	6.6.5.6.	Establish a maintenance program for the private fire hydrant(s) located
	& 6.6.5.7.	as follows:
		a) private hydrant at north side of the property.

Please note that the above contraventions of the Fire Code constitute offences under the Fire Marshals Act and you are advised to take corrective action

Ontario

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date	Forming part of: / Accompagnant:	At property address / À l'adresse de l'immeuble
	[X] Inspection Report / Rapport d'inspection [ ] Notice of Violation / Avis d'infraction	2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Hydrant water flow shall be inspected annually in accordance with Article 6.6.5.7. of the Ontario Fire Code. This will require the main valve of the hydrant to be opened fully and the hydrant operated with one port open and the water flow checked.
4	2.7.3.3. (2)(3)(4)	Establish a test and inspection program for the building's emergency lighting unit equipment in accordance with the manufacturer's specifications and instructions and in accordance with 2.7.3.3.(1)-(4) of the Ontario Fire Code. This will require: a) a test of the equipment now and annually hereafter as described in the above regulations b) a test of the equipment now and monthly hereafter as described in the above regulations.
5	1.1.2.1.	a) Keep a written record available of tests required as referenced in items #1, #2, #3 and #4. These records are to include corrective measures taken and are to be kept for a period of two (2) years after they are made. b) Make available for inspection by the Chief Fire Official, the written records of all tests and corrective measures as referred to in a) above, on or before November 18, 1996. NOTE: A failure to conduct and keep records of the monthly and yearly fire alarm and emergency lighting testing, presently and in the future, will result in an immediate charge for failing to comply with O.Reg. 454, as amended. Contact Inspector N.

Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels

Office of the Fire Marshal / Bureau du commissaire des incendies

Ontario

WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

ale

Forming part of: / Accompagnant:
- [x] Inspection Report / Rapport d'inspection
- [ ] Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble

2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Gruevski at 546-3350 to make arrangements for inspection of the test records.
		Compliance with the above requirements is expected within 30 days from the date of this correspondence. This Department will conduct a re-inspection after the 30 day period expires.

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Ferguson Avenue South, between Main and King Streets**

RECOMMENDATION:

(a) That the City acquire at an estimated cost of $55,000. for highway purposes from Canada Lands Company Limited a parcel of land that has been leased to the City by Canadian National Railways since 1917 for the portion of Ferguson Avenue South between King Street and Main Street; and,

(b) That the Director of Property be authorized and directed to negotiate the said purchase from Canada Lands Company Limited for recommendation to Council; and,

(c) That the Finance and Administration Committee be requested to recommend a method of financing the proposed purchase.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Canadian National Railways (CNR) has decided to terminate its 1917 Lease to the City and to sell this land. Unless the City purchases this land, the City will lose the access between King and Main Streets which this street provides to area merchants.

The above recommendation requests the Finance and Administration Committee to recommend a method of financing this proposed purchase. The asking price is in the $50,000. to $100,000. range. Canada Lands Company Limited (CLC), which has received this land from CNR for purposes of handling the sale for CNR, has indicated that an offer has already been received for about $60,000. but the City, as the long term tenant, is being offered the first right of refusal.

BACKGROUND:

Since 1917, the City of Hamilton has leased from Canadian National Railway (CNR) this parcel of land upon which Ferguson Avenue South between Main and King Streets is constructed, (see attached plan). Cars use this portion of Ferguson Avenue for access to a Parking Authority lot and to several other properties. There are sidewalks on both sides of this street. This road and its sidewalks were reconstructed in 1986 and are generally in good condition. There are no watermains or sewers in this section of Ferguson Avenue. There are two catch basins at its King Street frontage connected to the sewer on King Street. There are Union Gas, Bell Canada and Hamilton Hydro plant on this land.

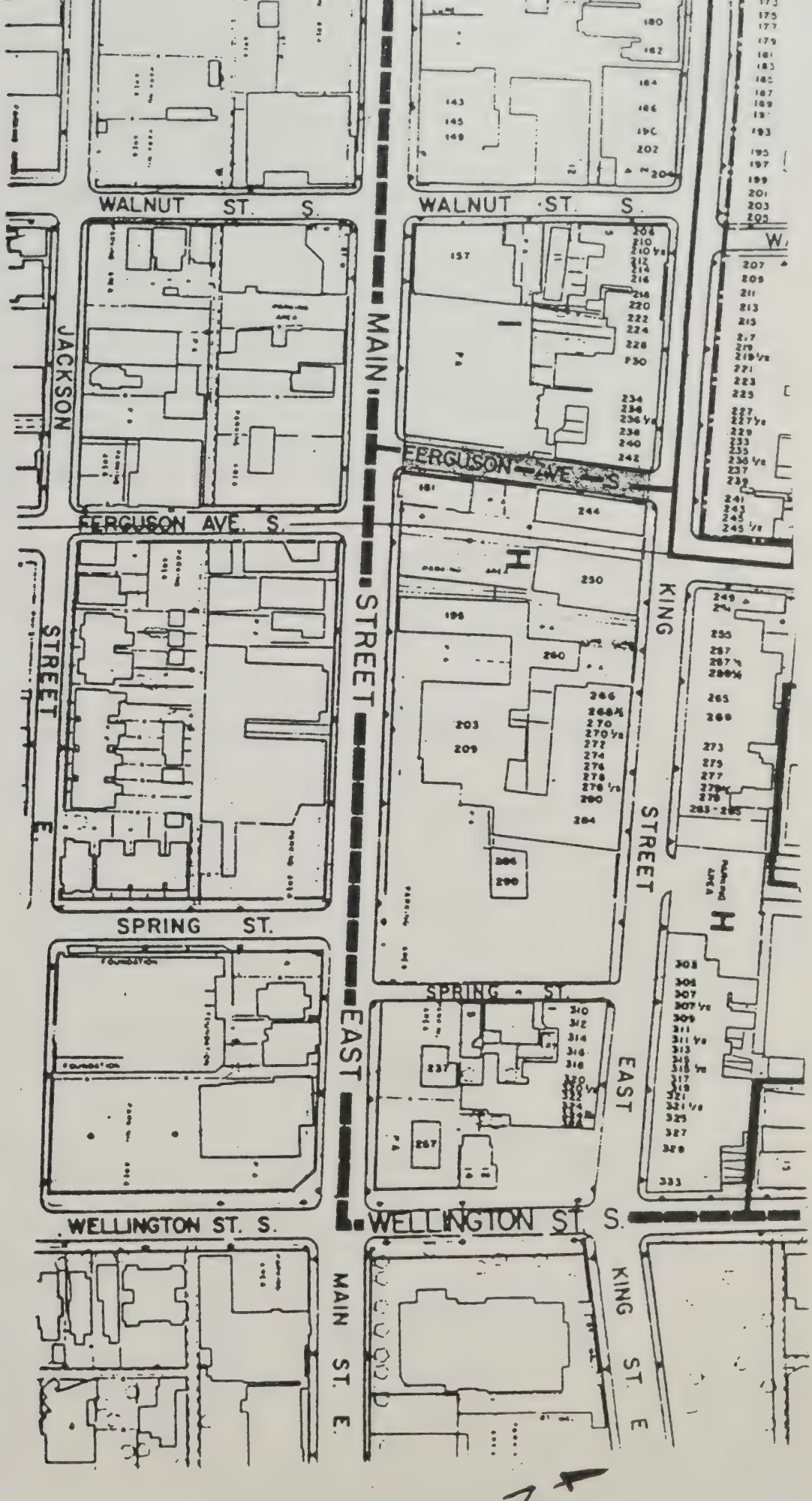
The City's Master Plan for redevelopment of Ferguson Avenue as a continuous pedestrian/bicycle link from the Escarpment to the Bay, makes acquisition by the City of this parcel of land between Main and King Streets, pivotal to the said redevelopment.

This land has been transferred by CNR to CLC for disposal purposes. CLC states its mandate is to dispose of surplus CNR lands such as this parcel and is prepared to terminate the Lease to the City for that purpose.

Recently CLC sold another nearby parcel of CNR land also extending between Main and King Streets and closer to the balance of Ferguson Avenue belonging to the City. However, contrary to CNR's practice of giving first option to purchase to the City, the other parcel was sold by CNR without offering it to the City. The acquisition of that other CNR land between Main and King Streets would have been more beneficial to our Master Plan for Ferguson Avenue and is no longer available from CNR.

RPM/rb
attachment

c.c. S. Reeder, Secretary, Finance & Administration Committee
c.c. D.W. Vyce, Director, Property Department
Attn: M. Watson, Manager, Real Estate Division
c.c. A. Ross, City Treasurer
Attn: N. Adhya, Manager of Budgets
c.c. P. Noé Johnson, City Solicitor
c.c. E. M. Gill, Senior Director, Roads Department
Attn: G.S. Aston, Manager, Programming & Development Division,
c.c. H. Milsome, Co-ordinator of Community Renewal



LEASED LAND
(FERGUSON AVE S.)

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW96.1038)**

RECOMMENDATION:

a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	Existing 1996	Proposed 1997
i)	Curb Only	$ 79.00	$ 63.00
ii)	Sidewalks Only	$101.00	$ 98.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$151.00	$135.00
iv)	Roadway Only	$260.00	$245.00
v)	Alleys	$107.00	$111.00
vi)	Roadway and Curbs only (Industrial Subdivisions)	$349.00	$329.00

b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Based on the 1996 actual average contract prices, reductions ranging from three to twenty percent are proposed for these rates. The exception is the rate for alleys which is proposed to increase four percent. This increase is likely attributable to the fact that only one alley was constructed in 1996 as a local improvement.

BACKGROUND:

The present local improvement rates were established by Council on March 12, 1996. The proposed 1997 rates reflect the changes in construction costs since the last rates were approved.

The 1997 rates have been established after reviewing actual 1996 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley.

The new rates are intended for application to projects initiated during 1997. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/rb

c.c. A. C. Ross, City Treasurer
c.c. P. Noé Johnson, City Solicitor
Attn: L. Farr (Your file 40-61.2)

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 11
File No. TEC-002-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Chesley Street and Chester Avenue - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersection of Chesley Street and Chester Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of $10,000 annually.

BACKGROUND:

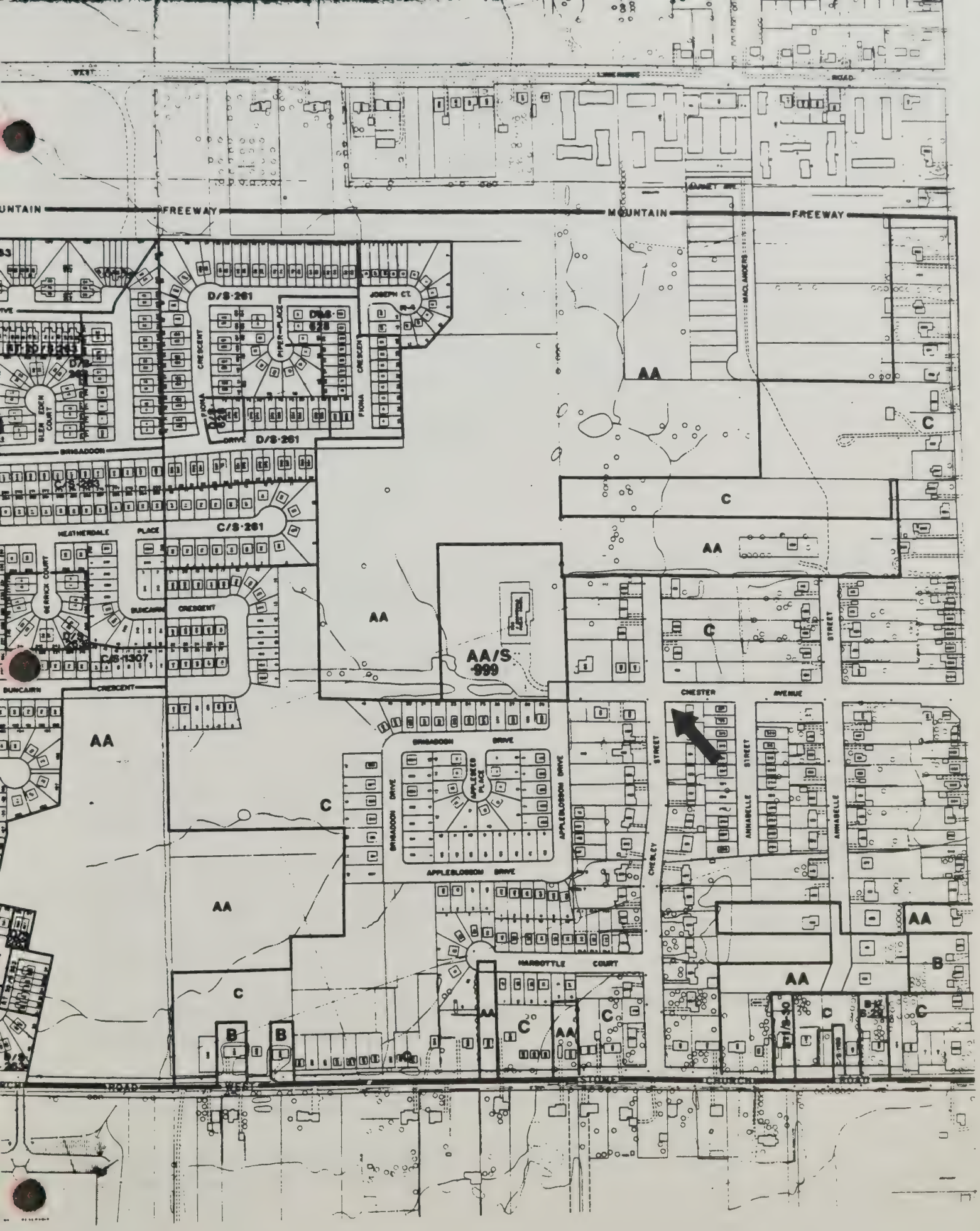
At the 1996 December 02 meeting of the Transport and Environment Committee, Alderman Frank D'Amico requested that all-way stop control be implemented at the intersection of Chesley and Chester, and staff were direct to prepare a report for the next meeting. No specific concerns were mentioned regarding the operation of this intersection.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Chester is required to stop for northbound and southbound traffic on Chesley. Records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record which could not be improved upon by the implementation of all-way stop control.

Staff has assessed this request and has its usual concerns respecting the use of unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic and unwarranted stop signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Chesley and Chester.

CVB/MBH/klk


MOUNTAIN FREEWAY
MOUNTAIN FREEWAY
D/S-261
C/S-261
C/S-1307
AA/S 999
AA
C
B
BRIGADOON DRIVE
APPLEBLOSSOM DRIVE
APPLEBLOSSOM PLACE
HARDTYLE COURT
CHESTER AVENUE
ANNABELLE STREET
CHERLEY STREET
MACLAUCHEN
HEATHERDALE PLACE
BUNCAIRN CRESCENT
GERRICK COURT
ALEX EDEN COURT
PIPER PLACE
FIONA CRESCENT
JOSEPH CT.
STONE CHURCH ROAD

3(2)

CITY OF HAMILTON

- INFORMATION -

DATE: 1997 January 15

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Blue Box Collection by City Staff**
January 6 & 7, 1997

BACKGROUND:

On January 6 and 7, 1997 the City of Hamilton's curbside collection forces were utilized at the request of Regional staff to collect blue box recyclables.

The request for assistance was made following a two week period during which some areas of the City had not received their blue box collection. Public Works reception received approximately 200 complaints from residents in Wards 4, 6, 7 and 8 for blue box collection in the week preceding the request for assistance.

The contractor responsible for the recyclable collection noted a combination of weather, high volumes of recyclables and holiday schedule changes as creating extraordinary circumstances causing the delays.

Confirmation from Regional staff to Public Works came at approximately 12 noon on January 6. At 2:00 p.m., ten City trucks were dispatched to separately collect all recyclables from Upper James easterly to Upper Sherman. On January 7 assistance was provided again with six units dispatched to collect Thursday and Friday collection day areas on the mountain.

Two separate trucks were used in each instance to collect the two streams of materials, being fibres and co-mingled containers.

As the placement of blue boxes at curbside was sporadic, the collection was light and staff completed their assignments by 6:00 p.m. each day.

The total cost for the City's services for the two day period was $5,760.00. These monies will be recovered from the Region.

D. Lobo.

WILLIAM M. McCULLOCH

CITY COUNCIL
HAMILTON, ONTARIO, CANADA

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FAX

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17 ROBINSO
REC'D OCT 2

To	Init.	Info.	Act	R	To	Init.	Info.	Act
H_S					MBH			
HWK								
FWS								
BJM					WAY			
ST								
JPN					RH			
LHH					JD			
MRW								

1996 October 28

Dear Joe,

Parking Tickets - Enforcement in Certain Areas

I have become increasingly aware that there is a most uneven hand being used in parking by-law enforcement throughout the city.

For instance, one never sees enforcement in such places as James Street North or Concession Street on the mountain.

Yet in other areas such as around James Street South and downtown, (until recently), there are several by-law commissioners going around at any one time; even to the point of marking tires to catch three hour parkers.

Under no circumstances should an uneven use of enforcement be employed (a) because of political pressure to "keep out" of certain ward areas or (b) as a means of "making money". Enforcement must be even handed throughout the city and it must never be used as a method of city income generation as its' primary purpose.

I'd like to meet with yourself and the staff members responsible for the employment of by-law enforcement including Traffic and Parking Authority people to get to the bottom of this.

Perhaps Dianne could set up a meeting for sometime this week.

As someone who spent many years lining up for everything, the one thing that was never acceptable was a double standard where some didn't have to wait but could go to the front of the line. Here we have a situation where some can park with little or no fear of a ticket while others dare not step out of line for even a few minutes.

Sincerely,

WM:jc

Mr. Joe Pavelka
City CAO

c.c. Mr. Martin Hazell, Traffic Department
Mr. Peter Baker, Hamilton Parking Authority

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 January 20
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the
Transport and Environment Committee meeting held 1996 December 2

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) No. 226 Hughson Street North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(b) No. 198 Balsam Avenue South
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(c) Daytona Drive, north of Delmar Drive

(d) West 32nd Street between Bendamere Avenue and Leslie Avenue

(e) No. 209 Rebecca Street
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(f) Picton Street West between Bay Street North and MacNab Street North

(g) No. 103 Beechwood Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 14 Ruth Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) Apartment Building at No. 146 Locke Street South
Application for a Time Limit Exemption Permit

ii. **Intersection Control**

(a) Intersection of Carson Drive and Landron Avenue

(b) Intersections of Walnut Avenue and Forest Avenue and Ferguson Avenue South and Forest Avenue

iii. **Miscellaneous**

(a) No. 292 Emerald Street North -
Request for a Wheelchair Loading Zone

(b) Upper Ottawa and Sanatorium Bus Route -
Bus Top Installations

iv. **City Engineer**

To incorporate certain City land into various streets by By-laws

v. **Public Works Division**

(a) Keep Hamilton Clean Committee - Appointment of New Member

(b) Rescinding Council Resolution for the Construction of a Reinforced Concrete Liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1996 December 2
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow, City Business

Also present:
Alderman M. Caplan
Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. T. Arnold, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. J. Pook, Public Works and Traffic Department
Mr. R. Gadawski, Public Works and Traffic Department
Mr. P. Hooker, Law Department
Mr. A. Zudima, Law Department
Mr. M. Watson, Property Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. M. Lewis, Lawyer, Provincial Environmental Services Inc.
Mr. M. Hagen, Provincial Environmental Services Inc.
Mr. V. Gagne, Provincial Environmental Services Inc.
Mr. P. Tice, Lawyer
Dr. R. Pudritz, Glenfern Avenue
Ms. M. Lechanby, Amelia Street
Mr. A. DiCenzo, DiCenzo Construction Company Ltd.
Mr. S. Manchia, Consultant
Mr. T. Johnson, M.O.E.E.
Mr. P. Petranovic, M.O.E.E.
Ms. N. Patti, 271 Homewood Avenue
Ms. M. Toth
Mr. D. Mathers, 49 Frid Street
Mr. K. C. Christenson, Secretary

1. **DELEGATION:**

Proposed Alleyway Closure/ Glenfern Avenue to Amelia Street

The Committee was in receipt of a report dated 1996 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston indicated that Part 1, Sub-Section (f) of the recommendation should be amended by deleting "Amelia Street" and replacing it with Glenfern Avenue.

Alderman Caplan declared a conflict of interest with respect to this item as he owned property in the immediate area.

Following discussion and at the request of Alderman Kiss, the Committee agreed that the item be tabled until the next Committee meeting.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1996 November 4 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 75 Tisdale Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Permit Parking" regulation be implemented on the west side of Tisdale Street South commencing at a point 186 feet north of the east/west leg of Tisdale Street South and extending to a point 14 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **East Side of Wood Street West, south of Burlington Street**
Request to Remove "Wheelchair Loading Zone"

The Committee was in receipt of a report dated 1996 November 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 8:00 p.m., seven days a week" regulation on the east side of Wood Street West commencing at a point 74 feet south of Burlington Street West and extending to a point 24 feet southerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 24 Keith Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter. The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 162 feet west of Douglas Street and extending to a point 17 feet westerly therefrom, and on the south side commencing 172 feet west of Douglas Street and extending to a point 20 feet westerly therefrom; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Nan Dicenzo, No. 24 Keith Street.

(d) **No. 411 Paling Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 167 feet north of Vansitmart Avenue and extending to a point 24 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Jennifer Dawson, No. 411 Paling Avenue.

(e) **North Side of Robert Street, East of James Street North**

The Committee was in receipt of a report dated 1996 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That two one-hour parking meters be installed on the north side of Robert Street commencing 65 feet east of James Street North and extending to a point 36 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Ferguson Avenue North**
between Cannon Street East and Barton Street East

The Committee was in receipt of a report dated 1996 November 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the east side of Ferguson Avenue North commencing at Cannon Street East and extending to a point 303 feet northerly therefrom; and,

(b) That a "No Stopping" regulation be implemented on the east side of Ferguson Avenue North commencing at a point 512 feet south of Barton Street East and extending to a point 262 feet southerly therefrom; and,

(c) That a "No Stopping" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 480 feet north of Cannon Street East and extending to a point 192 feet northerly therefrom; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 36 Alanson Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Alanson Street commencing at a point 95 feet west of the extended west curb line of Erie Avenue and extending to a point 18 feet westerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 32 Tisdale Street North**
Amendment of a Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1996 November 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 453079 C.D. to the property at No. 32 Tisdale Street North be amended at the property owner's expense; and,

(b) That the City Solicitor be authorized and directed to process the documents in relation to the amendment of this agreement.

(i) **No. 346 John Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of John Street North commencing at a point 58 feet north of Strachan Street East and extending to a point 25 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Margaret Campbell, No. 346 John Street North.

(j) **No. 10 Robins Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Robins Avenue commencing at a point 29 feet north of Sunnidale Street and extending to a point 21 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Tena Ehler, No. 10 Robins Avenue.

(k) **No. 21 Oak Avenue**
Request to Remove a "Wheel Chair Loading Zone"

The Committee was in receipt of a report dated 1996 November 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheel Chair Loading Zone, 9:00 a.m. to 8:00 p.m., seven days a week" regulation on the west side of Oak Avenue commencing at a point 208 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom be removed, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Cranbrook Drive Adjacent to R. A. Riddell School**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly, be removed; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Cranbrook Drive commencing at a point 152 feet south of the south curb line of Greendale Drive and extending 40 feet southerly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(m) **South Side of Dalhousie Avenue, west of Ottawa Street North**

The Committee was in receipt of a report dated 1996 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the south side of Dalhousie Avenue commencing at Ottawa Street North and extending to a point 144 feet westerly therefrom be replaced with a "No Parking" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **North Side of Hurst Street between Park Street South and MacNab Street South**

The Committee was in receipt of a report dated 1996 November 1 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the north side of Hurst Place between Park Street South and MacNab Street South be replaced with a "No Stopping" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **Fairleigh Avenue North between King Street East and Wilson Street**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Fairleigh Avenue North between King Street East and Wilson Street be replaced with a "No Parking Anytime" regulation on the east side and unrestricted parking on the west side and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **Studholme Road between Aberdeen Avenue and Beddoe Drive**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 7:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on the west side of Studholme Road commencing at a point 273 feet south of Aberdeen Avenue and extending to a point 141 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) **West 34th Street between Scenic Drive and Angela Avenue**

The Committee was in receipt of a report dated 1996 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 34th Street between Scenic Drive and Angela Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(r) **Wembley Road between West 5th Street and Upper James Street**

The Committee was in receipt of a report dated 1996 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the hours of the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Wembley Road between West 5th Street and Upper James Street be revised such that the regulation is in effect until 8:00 p.m. and that the City Traffic By-law No. 89-72 be amended accordingly.

(s) **East 36th Street**

The Committee was in receipt of a report dated 1996 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on both sides of East 36th Street commencing at the north end and extending to a point 120 feet southerly on the east side and 82 feet southerly on the west side and that the City Traffic By-law No. 89-72 be amended accordingly.

(t) **No. 42 Primrose Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Primrose Avenue commencing at a point 29 feet west of Cavell Avenue and extending to a point 18 feet westerly therefrom, and on the south side of Primrose Avenue commencing at a point 56 feet west of the extended west curb line of Cavell Avenue and extending to a point 18 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Norma Symington, No. 42 Primrose Avenue.

(u) **No. 301 Cumberland Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1996 November 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Norway Avenue commencing at a point 24 feet north of Cumberland Avenue and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Intersection of Appleblossom and Chester Avenue**

The Committee was in receipt of a report dated 1996 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter. The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Appleblossom Street and Chester Avenue, and that the City Traffic By-law No. 89-72 be amended accordingly.

Alderman D'Amico requested that the Commissioner of Public Works and Traffic prepare a report on the issue of all way stop control at the intersection of Chester Avenue and Chesley Street.

(b) **Intersection of Montclair Avenue and Grosvenor Avenue South**

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Montclair Avenue and Grosvenor Avenue South and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Christie Street and Malton Drive**

The Committee was in receipt of a report dated 1996 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter. The Committee approved the following recommendation:

That the existing northbound and southbound stop control at the intersection of Christie Street and Malton Drive be switched such that eastbound and westbound traffic on Malton Drive would be required to stop for northbound and southbound traffic on Christie Street and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Kentley Neighbourhood - Traffic Concerns**

The Committee was in receipt of a report dated 1996 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersections of Janet Court and Kenora Avenue and Village Drive and Adorn Court and Village Drive and Fairington Crescent; and,

(b) That Eastgate Drive be operated as an eastbound one-way street between the east curb line of Fairington Crescent and Centennial Parkway; and,

(c) That the City Traffic By-law No. 89-73 be amended accordingly.

(b) **Cochrane Road and Montrose Avenue**
Assignment of a School Crossing Guard

The Committee was in receipt of a report dated 1996 November 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Cochrane Road and Montrose Avenue during the morning and evening school crossing periods only for the balance of 1996 and up until the approval of the 1997 Departmental Budget; and,

(b) That consideration be given in the 1997 Current Budget deliberations for an expansion package of $4,000 plus administrative costs for a School Crossing Guard at this location.

(c) **Appointment of Parking Control Officers**

The Committee was in receipt of a report dated 1996 October 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990:

(i) the following persons be appointed as Parking Control Officers:

Cindy Cannon
Raymond Baglole
Frank Westaway
Jeff Danby; and,

(ii) the following person be appointed as a Noise Control Officer:

Raymond Baglole; and,

(b) That the following appointment as a Parking Control Officer be repealed:

George Dans.

(d) **Supply and Delivery of Sign Blanks**

The Committee was in receipt of a report dated 1996 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Roadway Products, North York, Ontario, for the supply and delivery of sign blanks as and when required during 1997 by the Traffic Division, being the lowest of four bids received on items being recommended and supplying material in accordance with specifications issued by the Purchasing Division, and that the estimated expenditure of $90,000 be financed through the Traffic Signs Materials Account No. CH56152 75999.

(e) **Supply and Delivery of Sign Sheeting During 1997 Department of Public Works and Traffic**

The Committee was in receipt of a report dated 1996 November 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3M Canada Inc., London, Ontario, for the supply and delivery of sign sheeting as and when required during 1997 by the Department of Public Works and Traffic, as per attached prices, being the only bid received and being in accordance with the specifications issued by the Purchasing Division's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH56154 75999.

(f) **Upper Ottawa Bus Route - Bus Stop Installations**

The Committee was in receipt of a report dated 1996 November 5 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route No. 22 Upper Ottawa

Add - Southbound - Anchor Road, west side, 279 feet south of the south curb line (projected) of Bigwin Road (M/B); and,

Add - Westbound	-	Bigwin Road, north side, 545 feet west of the centre line of Pritchard Road (M/B); and,
Add - Northbound	-	Anchor Road, east side, 91 feet south of the centre line of Stone Church Road East (N/S) - recovery point; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **School Bus Loading Zone on Laurier Avenue adjacent to Buchanan Park School**

The Committee was in receipt of a report dated 1996 October 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Laurier Avenue commencing at a point 315 feet east of Columbia Drive and extending 120 feet easterly therefrom, be revised such that the regulation commences 88 feet west of Delmar Drive and extends 40 feet westerly therefrom, and the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Aberdeen Bus Route - Bus Stop Removals and Installations**

The Committee was in receipt of a report dated 1996 November 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed and installed:

Route No. 6 Aberdeen

Delete - Westbound	Franklin Road, north side, 73 feet west of the west curb line of Uplands Avenue (F/S); and,
Delete - Eastbound	Norwood Avenue, south side, 22 feet west of the west curb line of Bond Street (N/S); and,
Delete - Eastbound	Norwood Avenue, south side, 20 feet west of the west curb line of Longwood Road North (N/S); and,
Delete - Southbound	Longwood Road North, west side, 58 feet south of the south curb line of Devon Place (F/S); and,
Delete - Southbound	Longwood Road North, west side, 3 feet north of the north curb line of King Street West (N/S); and,

Add - Southbound	Macklin Street North, west side, 965 feet north of the north curb line of Dufferin Street (M/B); and,
Add - Southbound	Macklin Street North, west side, 279 feet north of the north curb line of Dufferin Street (M/B); and,
Add - Southbound	Longwood Road South, west side, 130 feet south of the south curb line of King Street West (F/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **Terms of Employment - School Crossing Guards**

The Committee was in receipt of a report dated 1996 November 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Terms of Employment for School Crossing Guards and Spare School Crossing Guards, attached hereto as Appendix "A", be approved.

(j) **Canadian Corps of Commissionaires Annual Billing Rates for 1997**

The Committee was in receipt of a report dated 1996 November 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1997, in accordance with the conditions of the attached Vendor's quote as follows:

Position	Billing Rate Per Hour
Sergeant	$12.13
Commissionaire	$11.20

(iv) **City Engineers**

(a) **Encroachment Agreements**

The Committee was in receipt of a report dated 1996 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston informed the Committee that 36 Fairholt Street and 206 Cumberland Avenue had been dealt with by the Committee previously and therefor should be deleted from the recommendation.

The Committee approved the following amended recommendation:

That the application to retain an inadvertent encroachment at the location outlined in Appendix "B", attached hereto, be approved, provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fee and subsequent annual fee as outlined in Appendix "B" be set for the encroachment.

(b) **1996 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1996 November 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner, for the estimated cost of services in:

City of Hamilton Land Severance Application No. B-96:7

City's Share - $ 35,933.89 Owner's Share - $ 55,948.71

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner of the lands under City of Hamilton Land Severance Application No. B-96:7, as well as any other related documents for this development subject to the approval of the City Solicitor; and,

(c) That approval of the above clauses be subject to the condition that no work be commenced until the necessary deeds have been endorsed; and,

(d) That in the event the owner wishes to proceed prior to the Final Plan and Modified Subdivision Agreement being registered, the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of servicing for Land Severance Application No. B-96:7 at an estimated cost of $ 35,933.89, be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

(c) **Closure of a Portion of the Jeremy Street Road Allowance**

The Committee was in receipt of a report dated 1996 November 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Commissioner of Transportation be directed to prepare a By-law to stop up, close and retain:

(i) The most westerly 0.30 metres of Jeremy Street, from the northerly limit of Lot 4, Registered Plan 1053, southerly to a distance of approximately 16.29 metres; and,

(ii) The most easterly 0.30 metres of Jeremy Street, from the most northerly limit of Lot 5, Registered Plan 1053, southerly to a distance of approximately 16.29 metres; and,

(b) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closings described in Sub-Section (a) (i) and Sub-Section (a) (ii) above, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

(c) That the Commissioner of Transportation be authorized and directed to prepare and register a reference plan under the Registry Act, for the purpose of closing the road described in Sub-Section (a) (i) and Sub-Section (a) (ii) above; and,

(d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990.

(d) **Street Incorporation**

The Committee was in receipt of a report dated 1996 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into a certain street:

Blossom Lane	Parts 1 and 2	62R-13868
Sedona Court	Part 2	62R-13871
Queensdale Ave. E.	Part 2	62R-13352
Bordeaux Court	Parts 3 and 5	62R-13772; and,

(b) That the By-law to carry out the incorporation of the said land into the foregoing street be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-law.

(v) **Public Works**

(a) **Keep Hamilton Clean Committee - Appointment of New Members**

The Committee was in receipt of a report dated 1996 November 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That City Council receive the following information:

The Transport and Environment Committee at its meeting held 1996 December 2 appointed Raffaella Brugnano, Lori Nethercut, Michael Murkovich and Kathy Vucic to serve on the Keep Hamilton Clean Committee for a term to expire 1999 December 31.

(b) **Provision of Concrete Cutting Saw Services**

The Committee was in receipt of a report dated 1996 November 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the estimated expenditure level for the provision of concrete cutting saw/operator services by Bigelow Brothers Construction, being the lowest of four tenders received, be increased from $57,000 to $100,000 per year.

(c) **Closure of Public Works and Traffic Department - Capital Projects**

The Committee was in receipt of a report dated 1996 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of financing:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Financing
609341013	Renovate Ferguson Yard Staff Facilities Building	107,000.00	103,924.40	3,075.60	Reserve for Capital Projects
609551018	Refuse Packer 25 cu.yd. capacity	397,681.50	386,104.89	11,576.61	Capital Levy/Reserve for Capital Projects
649041012	Renovations Ventilation	169,000.00	168,875.05	124.95	Reserve for Capital Projects
759549021	Traffic Signal Modernization and Installation-1995	70,000.00	52,300.84	17,699.16	Capital Levy/ Reserve for Developme nt Charges/ MTO
TOTAL		**743,681.50**	**711,205.18**	**32,476.32**	

C. CITY SOLICITOR

(a) **By-law to Regulate Usage of Hedges, Shrubs and Plant Material on Road Allowances**

The Committee was in receipt of a report dated 1996 November 12 from the City Solicitor respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate by-law to amend the Streets By-law No. 9329 as consolidated by By-law No. 86-77 concerning the planting of trees and shrubs, be enacted.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1996 December 2nd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
Sept/Oct '96	Ontario Good Roads Association	Municipal Routes Bulletin	1996 November 8
1996 Nov. 8	Hobbs-Miller-Maat	Henkel Canada Site No. 162 Ward Avenue	1996 November 15
1996 Nov. 6	Town of Ancaster	Regional Municipality of Hamilton-Wentworth - Application for Expansion of Urban Transit Area	1996 November 15
1996 Nov. 18	Axcess Enviro Dialogue Consultants Ltd.	Henkel Environmental Improvement Project at No. 162 Ward Avenue	1996 November 21
1996 Nov. 18	Ministry of Environment and Energy	Henkel Canada, 162 Ward Avenue	1996 November 21
1996 Nov. 22	J. G. Pavelka, C.A.O.	Programming Road and Sidewalk Maintenance	1996 November 26

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) CITY ENGINEER

(i) **Proposed Road Closure: Upper Horning Road**

The Committee was in receipt of a report distributed at the meeting dated 1996 December 2nd from the Chief Administrative Officer, Commissioner of Public Works and Traffic and the Director of Property respecting the subject matter.

Mr. DiCenzo and Mr. Manchia appeared before the Committee indicating that they had not had adequate time to review the proposed recommendation. They further indicated that they were not satisfied with the development charges associated with part 7.

Subsequently, following discussion, the Committee approved the following amended recommendation:

(a) That the Commissioner of Transportation be directed to advertise and to prepare a By-law to stop up, close and sell the road allowance of Upper Horning Road, from Upper Horning Road to Omni Boulevard and an unopened road allowance to the South City Limits, and that the said notice include Notice to the Public of the City's intention to sell Part 7; and,

(b) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

(c) That the Applicant, prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

(d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990; and,

(e) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law No. 95-049:

Part of the Upper Horning Road to be closed being Parts 1, 2, 3, 4, 5, 6 and 7 on Schedule "A" attached to the Agreement and part of an unopened road allowance between Lots 54 and 55, Concession 3, in the Township of Ancaster, now in the City of Hamilton; and,

(f) That an Offer to Purchase, (Highway Closure), duly executed by Frank Mulas Construction Limited and scheduled to close within thirty (30) days after the completion of the conditions as set out in the Agreement, for the sale of the lands composed of part of Upper Horning Road to be closed being Parts 1, 2, 5 and 6 on Schedule "A" attached to the Agreement and part of an unopened road allowance between Lots 54 and 55, Concession 3, in the Township of Ancaster, now in the City of Hamilton, and comprising a total area of 1,737.75 square metres (0.42939 acres) more or less, be approved and completed as the requirements in the Municipal Act pursuant to the City's Realty Sales Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City and the funds derived from this sale of $42,939 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases/Sales); and,

(g) That an Offer to Purchase (Highway Closure), duly executed by DiCenzo Construction Company Limited and scheduled to close within thirty (30) days after the completion of the conditions as set out in the Agreement, for the sale of the lands composed of part of Upper Horning Road to be closed being Parcel 1 - Parts 3 and 4 on Schedule "A" attached to the Agreement and part of an unopened road allowance between Lots 54 and 55, Concession 3, in the Township of Ancaster, now in the City of Hamilton and comprising a total area of 1,018.89 square metres (.25176 acres) more or less, Parcel 2 - being vacant land described as part of Lot 55, Concession 3, Ancaster, Part 7 on Plan attached as Schedule "A", having an area of 93.88 square metres (.02319

acres more or less, be approved and completed as the requirements in the Municipal Act pursuant to the City's Realty Sales Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City and the funds derived from this sale of $27,495 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases/Sales); and,

(h) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(i) That in accordance with Realty Sales Procedural By-law No. 95-049:

(i) satisfactory notice has been given to the public of the intended sale; and,

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) that an appraisal was received on 1996 December 2 for Part 7 in accordance with the Procedural By-law No. 95-049; and,

(iv) The City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act; and,

(j) That the said property transactions are subject to the standard highway conditions in each Offer and to the additional conditions set out in Schedule "B" attached to the agreements, and attached hereto as Appendix "C" and Appendix "D".

***Note: Alderman G. Copps recorded opposed.**

(ii) **Provincial Environmental Services**
Application for a Waste Disposal Site (Processing)
Certificate of Approval No. A650121
(Referred Back by City Council 1996 November 12)

The Committee was in receipt of a report dated 1996 November 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Lewis spoke to the Committee on behalf of his clients and indicated that they were in agreement with the recommendation approved by the Region respecting this matter.

The Committee was presented with a 700 name petition opposed to the Provincial Environmental Services application by Ms. N. Patti.

Ms. M. Toth appeared before the Committee to express her opposition to the Provincial application and indicated that the area residents had not been adequately informed about this issue.

Mr. D. Mathers indicated that he opposed the application due to the operations effect on the surrounding area and existing businesses.

Subsequently, the Committee approved the following amended recommendation:

(a) That the West Central Branch of the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has the following concerns to Provincial Environmental Services receiving a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 97 Frid Street:

(i) size of the site
(ii) on-site traffic movement
(iii) parking and fire concerns
(iv) potential of spills relating to the sewer system
(v) water, air, ground and noise pollution
(vi) potential negative economic impact on the surrounding area; and,

(b) That a copy of Report ENV 96-098 be forwarded to the Ministry of Environment and Energy, West Central Branch for consideration; and,

(c) That a copy of the petition, a sample of which is attached hereto as Appendix "E", bearing the names of over 700 individuals opposed to the granting of a Certificate of Approval for a Waste Disposal Site Processing at No. 97 Frid Street be forwarded to the Ministry of Environment and Energy, West Central Branch.

(iii) **I.W. & S. Ferrous Ltd. Application to Amend Provisional Certificate of Approval No. A130119 for a Waste Disposal Site**

(Tabled from the 1996 November 4 Transport and Environment Committee meeting. As requested by the Committee, Mr. Peter Petranovic of the MOEE, Toronto Office will be in attendance.

The Committee was in receipt of a report dated 1996 October 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Petranovic of the Toronto office of the M.O.E.E. reviewed the approval process involved in the I.W. & S. Ferrous application and indicated that the M.O.E.E. has no concerns with this application.

Alderman Copps indicated that recommendation (c) infers that approval of the application is a forgone conclusion and that this should be amended.

Following further discussion, the Committee approved the following amended recommendation:

(a) That the West Central Branch of the Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to I.W. & S. Ferrous Ltd. receiving an amendment to its Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 670 Strathearne Avenue, Hamilton, provided that all environmental safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of Environment and Energy and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this report be forwarded to the Ministry of Environment and Energy, West Central Branch for consideration; and,

(c) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the application for Provisional Certificate of Approval for I.W. & S. Ferrous to the City of Hamilton.

***Note Alderman G. Copps recorded opposed.**

(b) PUBLIC WORKS DIVISION

(i) **Proposed Agreement for Hot-in-Place Asphalt Recycling Program Expansion**

The Committee was in receipt of a report dated 1996 November 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Mayor and City Clerk be authorized and directed to execute an agreement in a form satisfactory to the City Solicitor to engage H.I.P. Hot-in-Place Recycling Equipment Inc. of Agincourt, Ontario to supply all necessary labour, materials and equipment to undertake hot-in-place recycling of asphalt paving on City streets with an annual minimum of 300,000 m^2 for three years at a cost of \$3.38/m^2 exclusive of applicable taxes.

(ii) **Revised Sewer Street Tree Policy**

The Committee was in receipt of a report dated 1996 November 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a presentation on the matter by Mr. Firth-Eagland, discussion ensued on the basic level of service to be provided to home owners.

Following considerable discussion, the Committee approved the following amended recommendation:

(a) That the "Revised Sewer Street Tree Policy", attached as Appendix "F", be adopted; and,

(b) That the Department of Public Works and Traffic prepare an information package for affected property owners and contractors regarding changes in the "Sewer Street Tree Policy"; and,

(c) That the attached policy "Revised Sewer Street Tree Policy" be forwarded to the Regional Municipality of Hamilton-Wentworth for their consideration in adopting same; and,

(d) That the Commissioner of the Public Works and Traffic Department continue to fund sewer root clean outs and cost share repairs and prepare an expansion package to adjust the funding allocations, for consideration in the 1997 current budget deliberations.

(c) TRAFFIC DIVISION

School Crossing Guards at Pedestrian Priority Signals

The Committee was in receipt of a report dated 1996 November 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following amended recommendation:

(a) That the School Crossing Guards at the intersections of Churchill Avenue and Upper James Street, Wentworth Street North and Munroe Street and Mohawk Road East and Terrace Drive be retained on a permanent basis; and,

(b) That the School Crossing Guard at the intersection of Fennell Avenue East and High Street be removed at the end of June 1997.

4. CHIEF ADMINISTRATIVE OFFICER

Removal and Replacement of a Tree within the City Road Allowance No. 135 Barton Street East

The Committee was in receipt of a report dated 1996 November 21 from the Chief Administrative Officer respecting the subject matter.

The Committee approved the following recommendation:

That the action of the Chief Administrative Officer directing the removal and replacement of a tree within the Mary Street road allowance be approved subject to the following condition:

That the City be reimbursed by the Great Atlantic & Pacific Company of Canada Ltd. in the amount of $1,380 for the cost of the removal and replacement of the tree.

5. OTHER BUSINESS

(a) **Interchanges for the East/West Mountain Freeway**

The Committee raised the issue of the effect of the construction of interchanges for the East/West Mountain Freeway.

Mr. Hazell informed the Committee that construction would be commencing in the summer and fall of 1997. He stated that it was anticipated that for a period of approximately 6 weeks Limeridge Road will be closed at several locations before the freeway is open to traffic and it will be necessary to divert traffic through residential areas.

Subsequently, the Committee directed that the Community Traffic Services Division of the Public Works and Traffic deal with the issue on a community wide basis and that plans to deal with the anticipated traffic situations be prepared and presented to mountain residents for their information and input.

(b) **Proposed Alleyway Closure/ Glenfern Avenue to Amelia Street**

At the request of Alderman Kiss, the Committee agreed to reconsider the tabling motion of item 1, Proposed Alley Closure - Glenfern Avenue to Amelia Street and subsequently agreed to consider the matter.

Delegations of area residents representing both sides of the issue were heard by the Committee and following discussion, the Committee approved the following recommendation:

(a) That the application to close the north/south (assumed) alleyway from Glenfern Avenue to Amelia Street be approved subject to the following conditions;

(i) That the applicants register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicants deposit a reproducible copy of said plan with the Regional Surveyor; and,

(ii) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act; and,

(iii) That the Director of Property be authorized to proceed with the disposition of the subject lands, save and except a 0.1m reserve along the frontage of Amelia Street, to the abutting owners; and,

(iv) That the applicants provide an easement in favour of the Region for the existing 750mm combined sewer in the subject alleyway; and,

(v) That the applicants provide an easement in favour of Bell Canada for an existing plant in the subject alleyway; and,

(vi) That the owner of No. 139 Glenfern Avenue concurrently dedicate to the City a 0.3m reserve along the frontage of Glenfern Avenue from the alley easterly; and,

(b) That the application to close the east/west (unassumed) alley from the west limit of the north/south alleyway to approximately 41 feet to the east be approved subject to the following conditions:

(i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the east/west (unassumed) alleyway from the west limit of the north/south alleyway to approximately 41 feet to the east as shown as Part Lots 34 and 35 on Registered Plan No. 275; and,

(ii) That the Commissioner of Transportation be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed; and,

(iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court; and,

(iv) That the applicant register a reference plan under The Registry Act, the said plan be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor; and,

(v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act; and,

(vi) That the Director of Property be authorized to proceed with the disposition of the subject lands; and,

(c) Provided the Judge's Order to close the highway is granted:

(i) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway; and,

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

(c) **Correspondence -**
Intersection of Jackson Street West and Pearl Street South

Mr. D. Cuming, 309 Jackson Street West

The Committee was in receipt of correspondence dated 1996 November 5 from Mr. David Cuming, 309 Jackson Street West respecting stop signs at the intersection of Jackson Street West and Pearl Street South and a traffic accident on 1996 November 5.

Mr. R. Prince, 83 Pearl Street South

The Committee was in receipt of correspondence dated 1996 November 6 from Mr. Ross Prince respecting a vehicular accident at Jackson Street West and Pearl Street South.

The Committee approved that the items of correspondence be received.

6. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1996 December 2nd

/mjw

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 2
File No. TEC-008-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 226 Hughson Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Hughson Street North commencing at a point 323 feet north of Robert Street and extending to a point 24 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Arthur Taylor, 226 Hughson Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

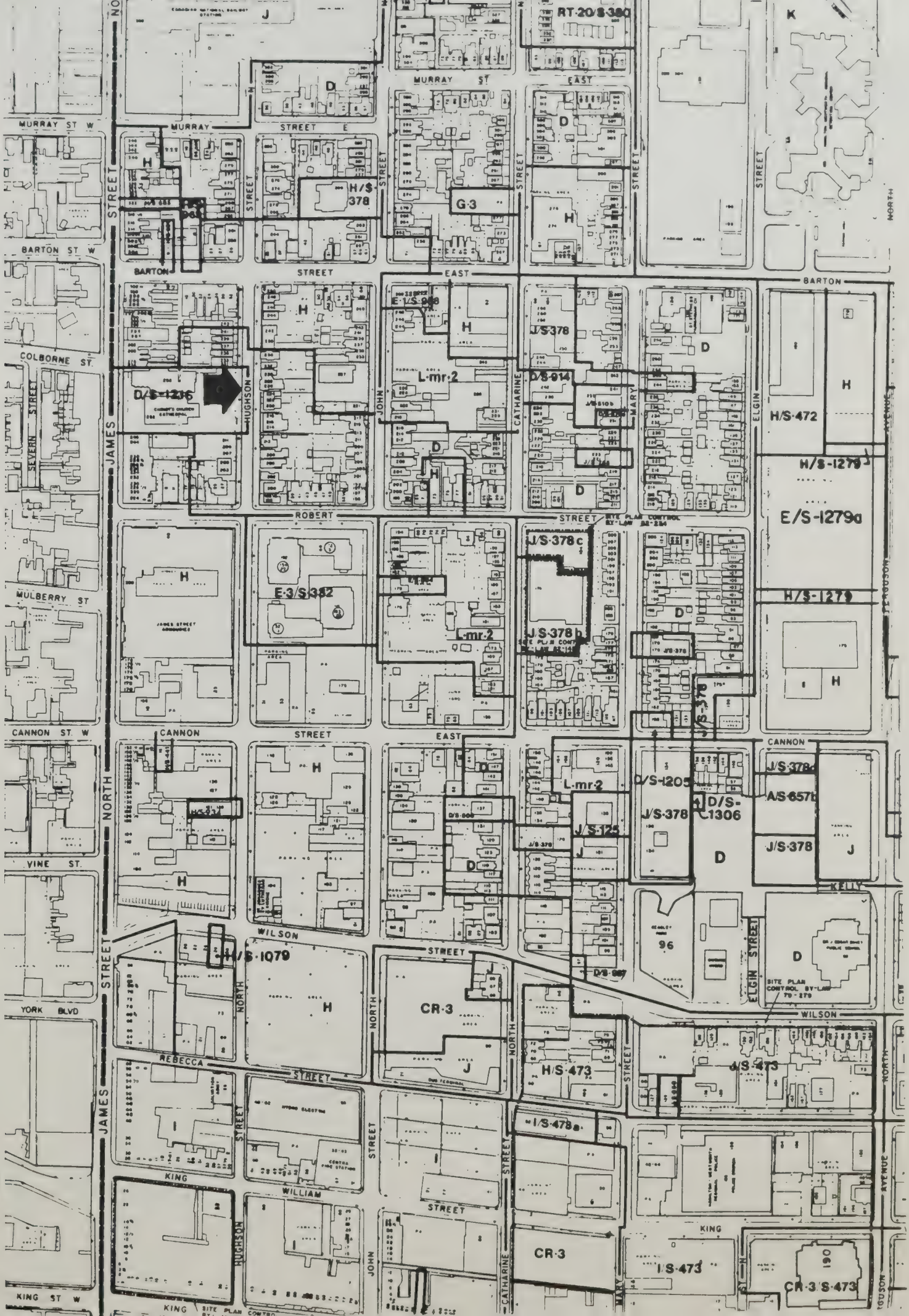
BACKGROUND:

Staff has received a request from Mr. Dave Taylor, 226 Hughson Street North, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of his father's home since his father is disabled.

Hughson has a 30-foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Arthur Taylor possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


MURRAY ST W
MURRAY
STREET E
MURRAY ST
EAST
BARTON ST W
BARTON
STREET
EAST
BARTON
COLBORNE ST.
SEVERN STREET
JAMES
NORTH
STREET
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
D/S-1216
H/S-378
G-3
J/S-378
D/S-914
H/S-472
H/S-1279
E/S-1279a
ROBERT
STREET
SITE PLAN CONTROL BY-LAW 82-234
MULBERRY ST
E-3/S-382
L-mr-2
J/S-378c
J/S-378b
CANNON ST. W
CANNON
EAST
D/S-1205
J/S-378
D/S-1306
J/S-378a
A/S-657b
J/S-125
J/S-378
KELLY
VINE ST.
WILSON
H/S-1079
CR-3
H/S-473
J/S-473
YORK BLVD
REBECCA
I/S-478a
KING
WILLIAM
I/S-473
CR-3/S-473
KING ST W
KING
SITE PLAN CONTROL
96
190
RT-20/S-380

2(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 7
File No. TEC-010-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 198 Balsam Avenue South - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the west side of Balsam Avenue South commencing at a point 189 feet north of Afton Avenue and extending to a point 16 feet northerly therefrom, and on the east side of Balsam Avenue South commencing at a point 174 feet north of Afton Avenue and extending to a point 19 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

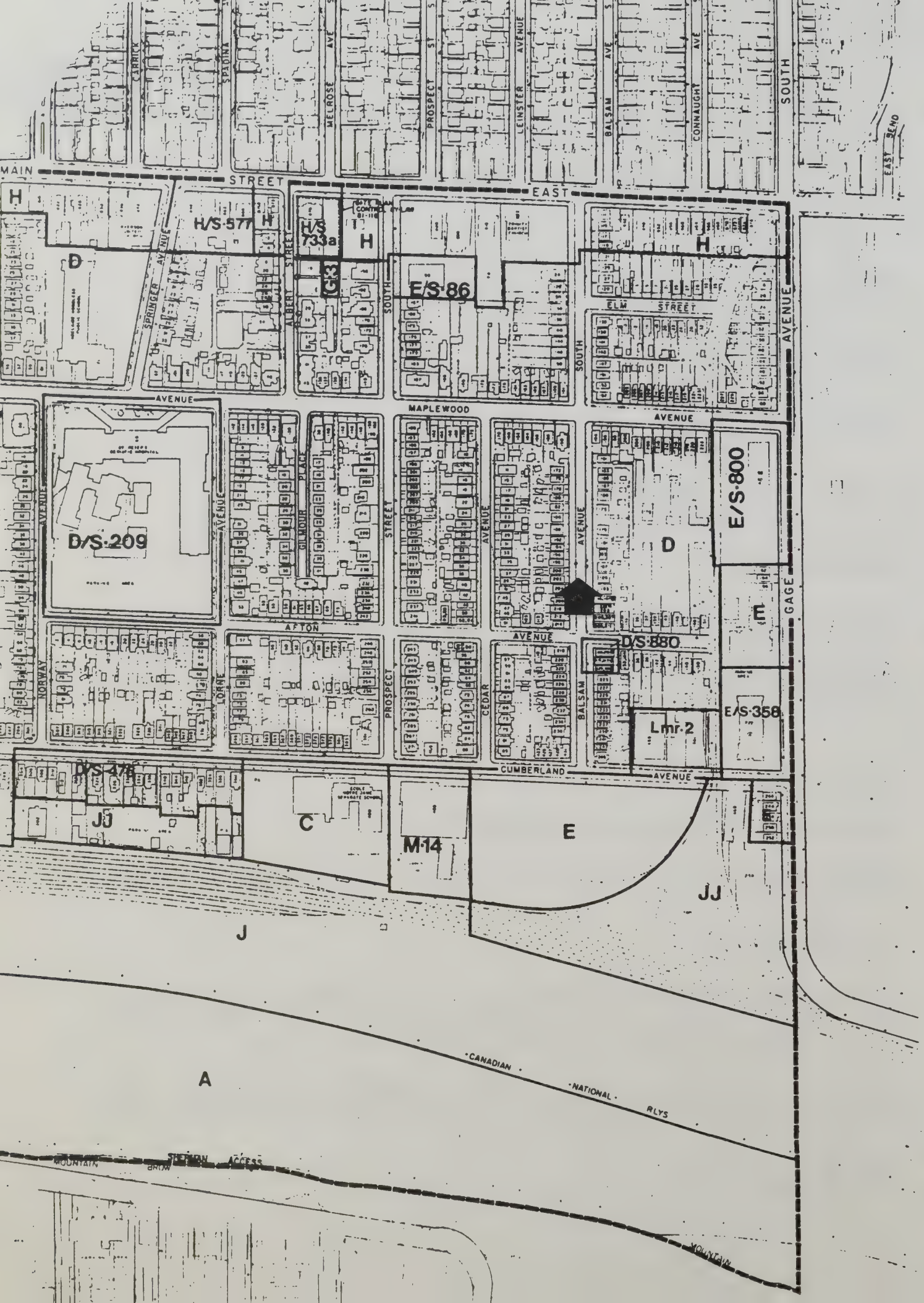
Sufficient funds are available in the 1997 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Ms. Bonnie Llewellyn, No. 198 Balsam Avenue South, that the existing "Permit Parking" regulation on both sides of the street in front of her home be removed since she has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to both sides of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/smg


MAIN STREET EAST
H/S-577
H/S 733a
E/S-86
D/S-209
D/S-880
E/S-800
E/S-358
Lmr-2
D/S-476
M-14
CANADIAN NATIONAL RLYS
MOUNTAIN
SPRINGER AVENUE
ALBERT STREET
SOUTH
MAPLEWOOD AVENUE
ELM STREET
GILMOUR PLACE
AFTON AVENUE
NORWAY AVENUE
LORNE AVENUE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
CUMBERLAND AVENUE
GAGE AVENUE
SOUTH
CARRICK
SPADINA
MELROSE AVE
PROSPECT ST
LEINSTER AVENUE
BALSAM AVE
CONNAUGHT AVE
EASY SEND

2(8)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 2
File No. TEC-005-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Daytona Drive, north of Delmar Drive - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Daytona Drive between the south side of Delmar Drive and the northerly end be removed and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

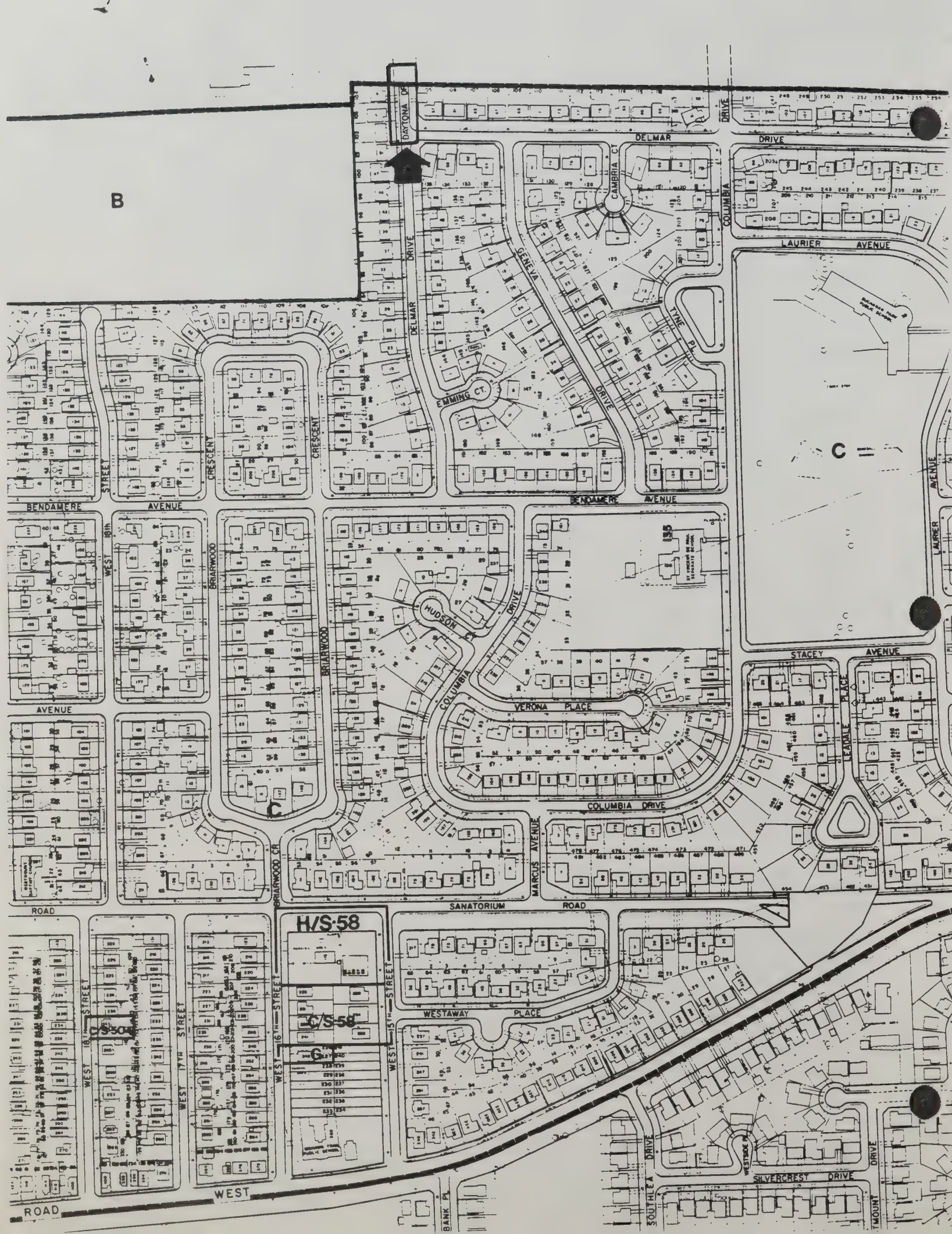
Sufficient funds are available in the 1997 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Don Ross forwarded a petition signed by representatives of three of the four residential properties abutting Daytona between Delmar and the northerly end requesting that all signs be removed from both sides of the street in this short, dead-end section of street.

Daytona has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation in conjunction with an "Alternate Side Parking" regulation on both sides of the street in this block. Staff has contacted the three residents that signed the petition and has been advised that they only want the "Alternate Side Parking" regulation removed. Staff supports the removal of parking from one side of narrow streets such as this to facilitate driveway movements and two-way traffic flow. However, since 75 percent of the abutting residents support the removal, staff does not have any serious objections to removing the existing "Alternate Side Parking" regulation and allowing the "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation to remain on both sides of the street in this short, dead-end section of street.

CVB/MBH/smg


B
C
C
C
C/S-58
C/S-58
H/S-58
DAYTONA DR.
DELMAR DRIVE
DELMAR DRIVE
CAMBRIA CT.
COLUMBIA
LAURIER AVENUE
GENEVA DRIVE
TYNE PL.
EMMING CT.
BENDAMERE AVENUE
STREET
CRESCENT
CRESCENT
BENDAMERE AVENUE
135
HUDSON CT.
COLUMBIA DRIVE
VERONA PLACE
BRIARWOOD
BRIARWOOD
BRIARWOOD CR.
STACEY AVENUE
LEADALE PLACE
LAURIER AVENUE
COLUMBIA DRIVE
MARCUS AVENUE
SANATORIUM ROAD
WESTAWAY PLACE
WEST 15TH STREET
WEST 16TH STREET
WEST 17TH STREET
WEST 18TH STREET
WEST ROAD
BANK PL.
SOUTHLEA DRIVE
WESTSIDE PL.
SILVERCREST DRIVE
TMOUNT DRIVE

2(BX:)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 13
File No. TEC-004-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 32nd Street between Bendamere Avenue and Leslie Avenue - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of West 32nd Street, north of Bendamere Avenue, be extended to Leslie Avenue and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

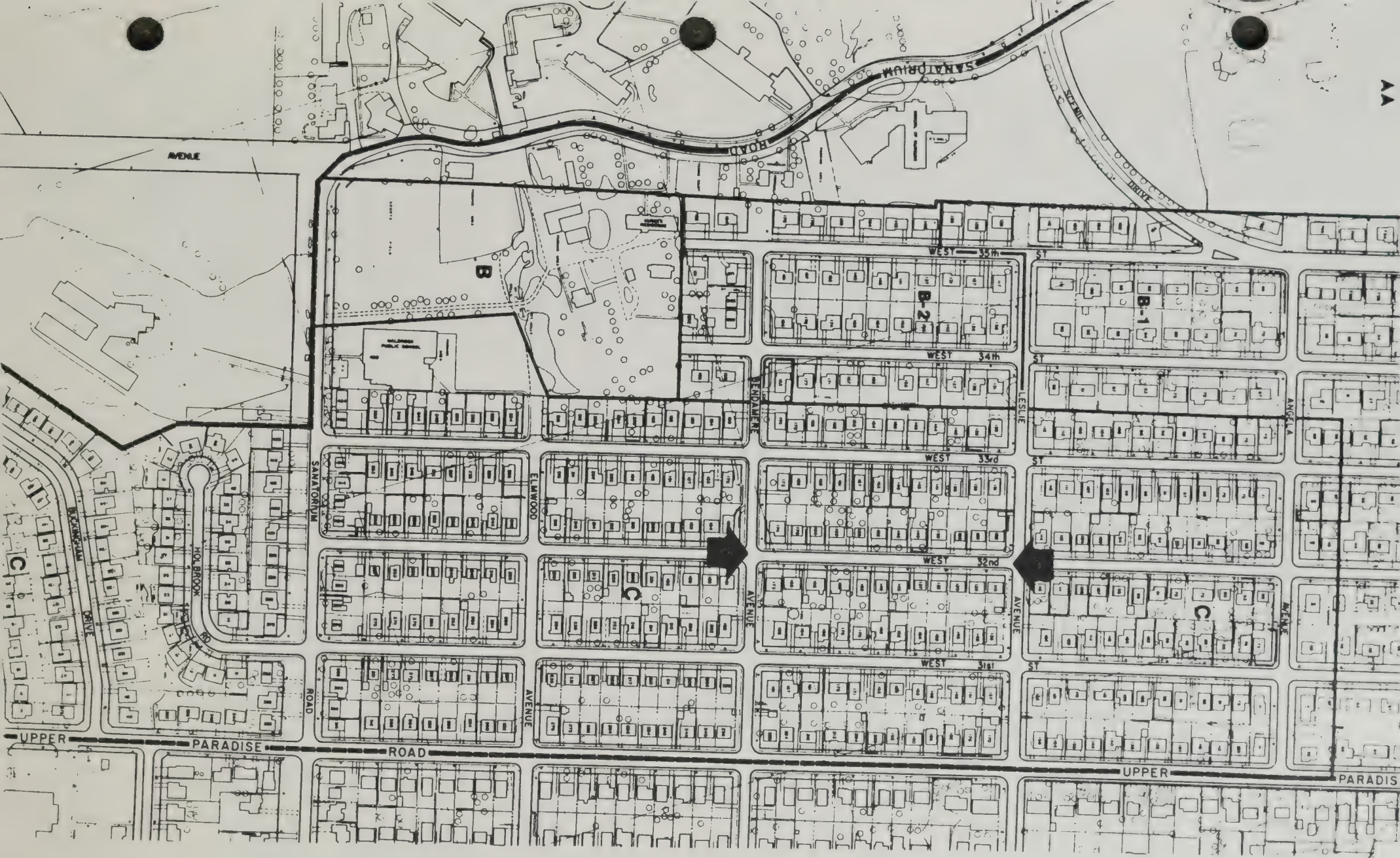
BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 24 residential properties abutting West 32nd between Bendamere and Leslie requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. Fourteen of the petitioners are in favour of the requested regulation, two are opposed and one had no opinion.

West 32nd has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block, except for a short section on both sides of the street at the south end of the block that is controlled by a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College School of Nursing.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 58 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/klk


SANATORIUM
ROAD
AVENUE
B
B-2
B-1
C
C
C
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
ELMWOOD AVENUE
LESLIE AVENUE
ANGELA AVENUE
SANATORIUM ROAD
BUCKINGHAM DRIVE
HOLBROOK ROAD
UPPER PARADISE ROAD
UPPER PARADIS

2(8)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 2
File No. TEC-001-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 209 Rebecca Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Rebecca Street commencing at a point 84 feet west of Cathcart Street and extending to a point 19 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

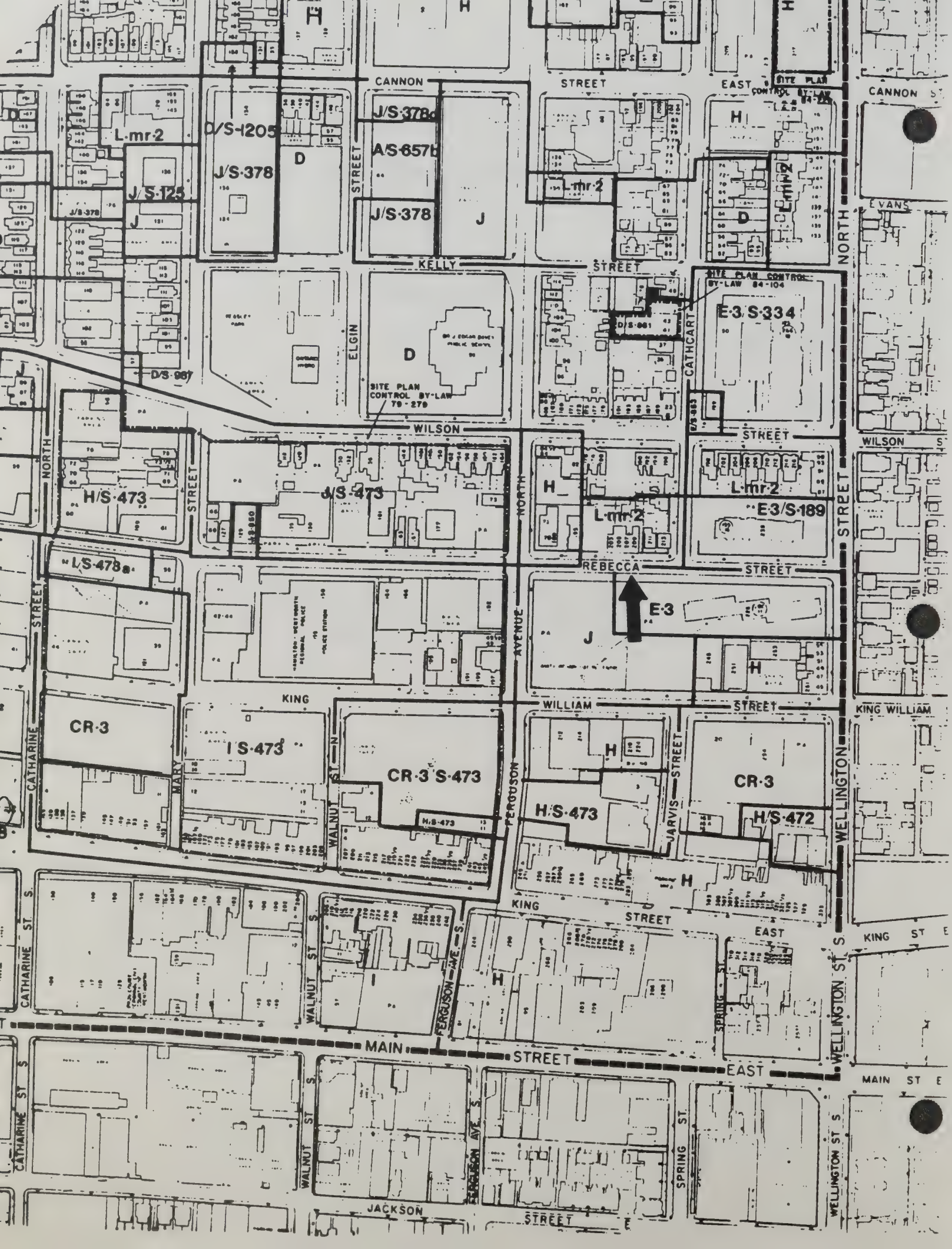
Sufficient funds are available in the 1997 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from a nearby resident that the existing "Permit Parking" regulation on the north side of Rebecca in front of 209 Rebecca Street be removed since the resident requiring the space has moved. Staff has confirmed that the resident no longer resides at this address. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one on-street parking space to the north side of the street which is presently controlled by a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation.

CVB/MBH/kg


CANNON STREET EAST
CANNON ST
EVANS
KELLY STREET
WILSON STREET
WILSON ST
REBECCA STREET
KING STREET
KING WILLIAM
KING ST E
MAIN STREET EAST
MAIN ST E
JACKSON STREET E
NORTH STREET
ELGIN STREET
CATHCART STREET
MARY STREET
CATHARINE STREET
WALNUT ST S
FERGUSON AVE S
JARVIS STREET
SPRING ST
WELLINGTON ST S
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 84-104
L-mr-2
J/S-378
J/S-125
D/S-1205
A/S-657b
D/S-987
H/S-473
J/S-473
L/S-478a
E-3/S-334
E-3/S-189
E-3
CR-3
I/S-473
CR-3/S-473
H/S-473
CR-3
H/S-472

2(8)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 19
File No. TEC-007-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Picton Street West between Bay Street North and MacNab Street North - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation on both sides of Picton Street West between Bay Street North and MacNab Street North be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a petition signed by representatives of 18 of the 19 residential properties abutting Picton between Bay and MacNab, requesting that the existing "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation be removed from both sides of the street in this block. Seventeen of the 18 residents who signed the petition are in favour of removing the regulation and one resident is opposed.

Picton has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation on both sides of the street in this block, and three reserved "Permit Parking" spaces for disabled residents. City Council at its 1995 August 29 meeting approved the implementation of the time limit regulation. However, the resident who circulated the petition has advised that the residents prefer to have unrestricted parking on their street. Therefore, since 89 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

CVB/MBH/klk


HARBOUR HEADLINE
F-1
J
NORTH
GUISE ST
STREET
E
D
NORTH
WEST
H/S 818
JAMES
LEANDER DRIVE
STREET
BAY
WOOD
STREET
BURLINGTON
STREET
F-1/S-838
F-1
O/S-1176
MACNAB
STREET
WEST
MACAULEY
STREET
D
DE-3
F-1
PICTON
STREET
WEST
F-1
NICHOL
STREET
BAY
NORTH
C
NORTH
FERRIE
STREET
WEST
DE/S-65
A
SIMCOE
STREET
STREET
WEST
L-f-1
J
NORTH
A
MACNAB
JAMES
STREET
K
STRACHAN
STREET
WEST
J
D

2(B)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 19
File No. TEC-006-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 103 Beechwood Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Beechwood Avenue commencing at a point 164 feet west of Lottridge Street and extending to a point 20 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Angelic Lymberopoulos, 103 Beechwood Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

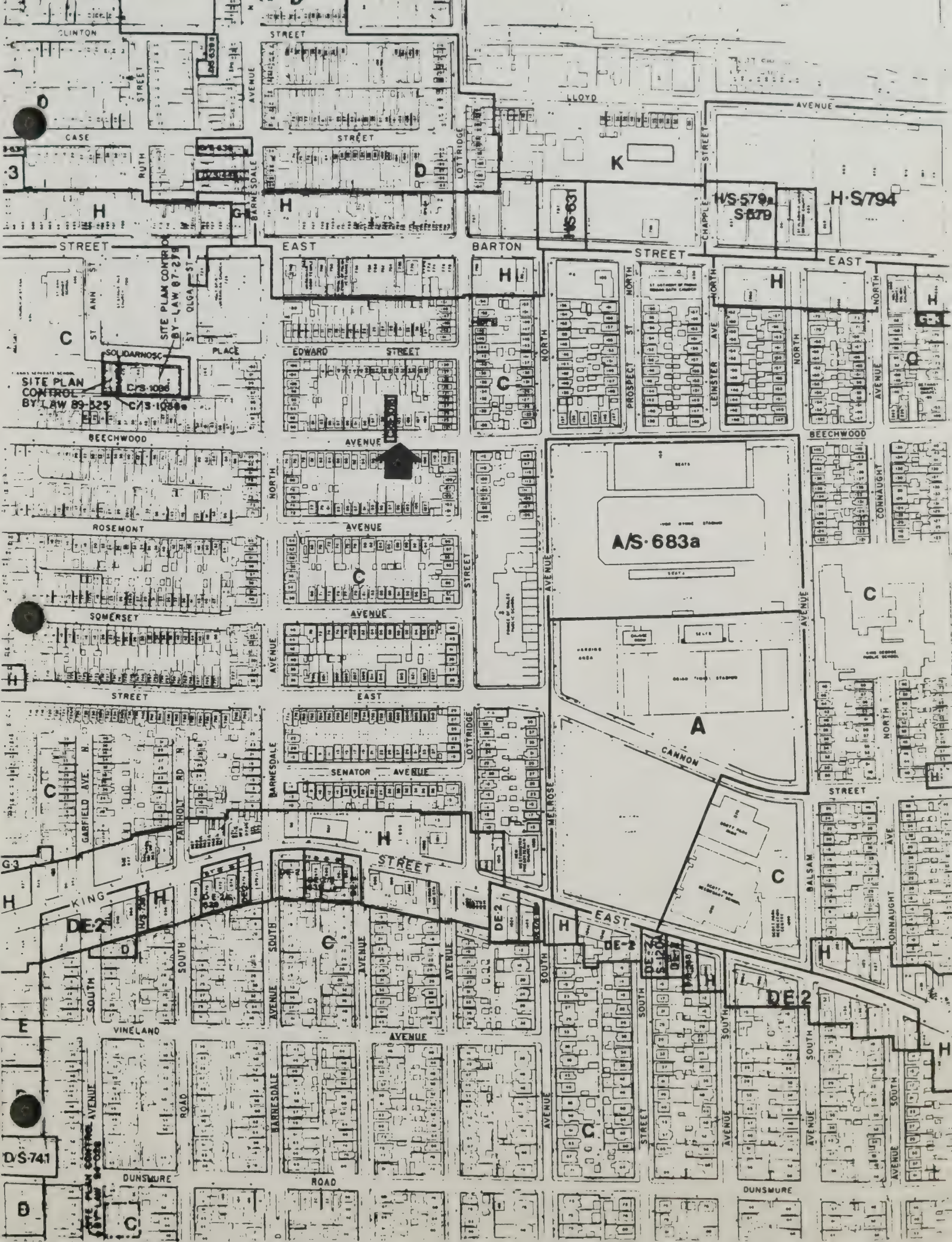
BACKGROUND:

Staff has received a request from Ms. Poppi Rosas, 103 Beechwood Avenue, that a reserved "Permit Parking" space be designated on the north side of Beechwood Avenue in front of her grandmother's home since her grandmother is disabled.

Beechwood has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Ms. Rosas has advised that her grandmother requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Lymberopoulos possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/klk


CLINTON STREET
CASE STREET
LLOYD AVENUE
K
H-S/794
H-S-579a
S-579
H-S-631
BARTON STREET EAST
SITE PLAN CONTROL BY-LAW 87-278
SOLIDARNOSC PLACE
C/S-1086
SITE PLAN CONTROL BY-LAW 89-325
C/S-1084
EDWARD STREET
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET STREET
A/S-683a
CANNON STREET EAST
SENATOR AVENUE
KING STREET EAST
VINELAND AVENUE
DUNSMURE ROAD
DE-2
D-S-741
SITE PLAN CONTROL BY-LAW 84-206

Z(BX:)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 10
File No. TEC-014-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 14 Ruth Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Ruth Street commencing at a point 89 feet south of Case Street and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Fitzgibbon, 14 Ruth Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

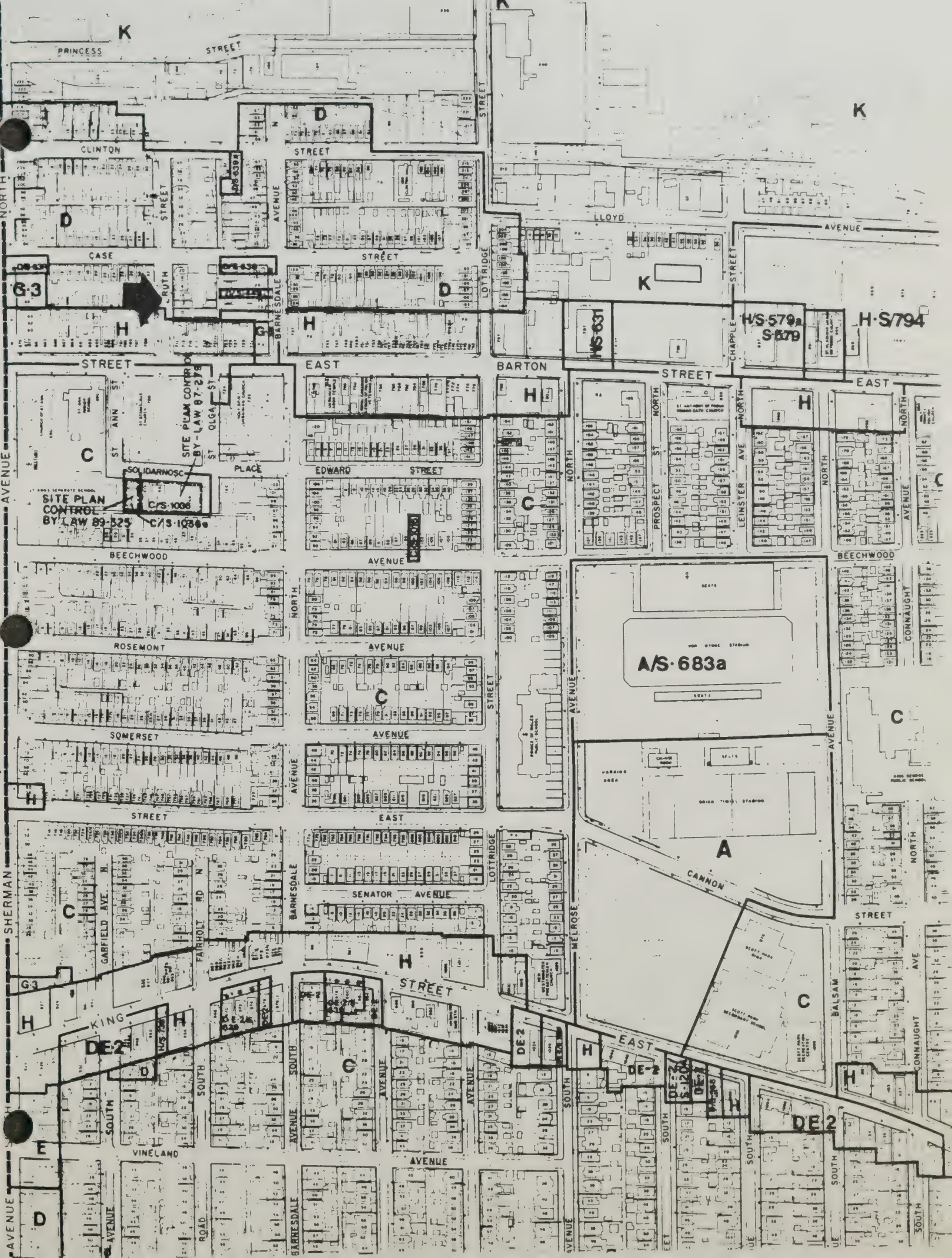
BACKGROUND:

Alderman Bernie Morelli has forwarded a request from Mr. Fitzgibbon, 14 Ruth Street, that a reserved "Permit Parking" space be designated on the east side of Ruth directly in front of his home since he is disabled.

Ruth has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Fitzgibbon has advised that he requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Fitzgibbon possesses a valid permit. An investigation has revealed that there is no suitable parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


PRINCESS STREET
CLINTON STREET
CASE STREET
RUTH AVENUE
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE AVENUE
BARTON STREET EAST
ANN ST
OLGA ST
PLACE
SOLIDARNOSC
SITE PLAN CONTROL BY-LAW 87-279
SITE PLAN CONTROL BY-LAW 89-325 C/S-1036
C/S-1036
EDWARD STREET
PROSPECT ST NORTH
LEINSTER AVE NORTH
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
STREET EAST
SENATOR AVENUE
SHERMAN AVENUE NORTH
GARFIELD AVE. N.
FAIRHOLT RD N
KING STREET EAST
VINELAND AVENUE
BARNESDALE ROAD
MELROSE AVENUE
CANNON STREET
CONNAUGHT AVE NORTH
BALSAM AVE
A/S-683a
H/S-579a
S-579
H-S/794
H/S-631
K
D
C
H
A
E
DE-2
G-3

2(6)(i)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 9
File No. TEC-011-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 146 Locke Street South - Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, five Time Limit Exemption Permits to each of the first five eligible applicants residing in the apartment building at No. 146 Locke Street South.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $120 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

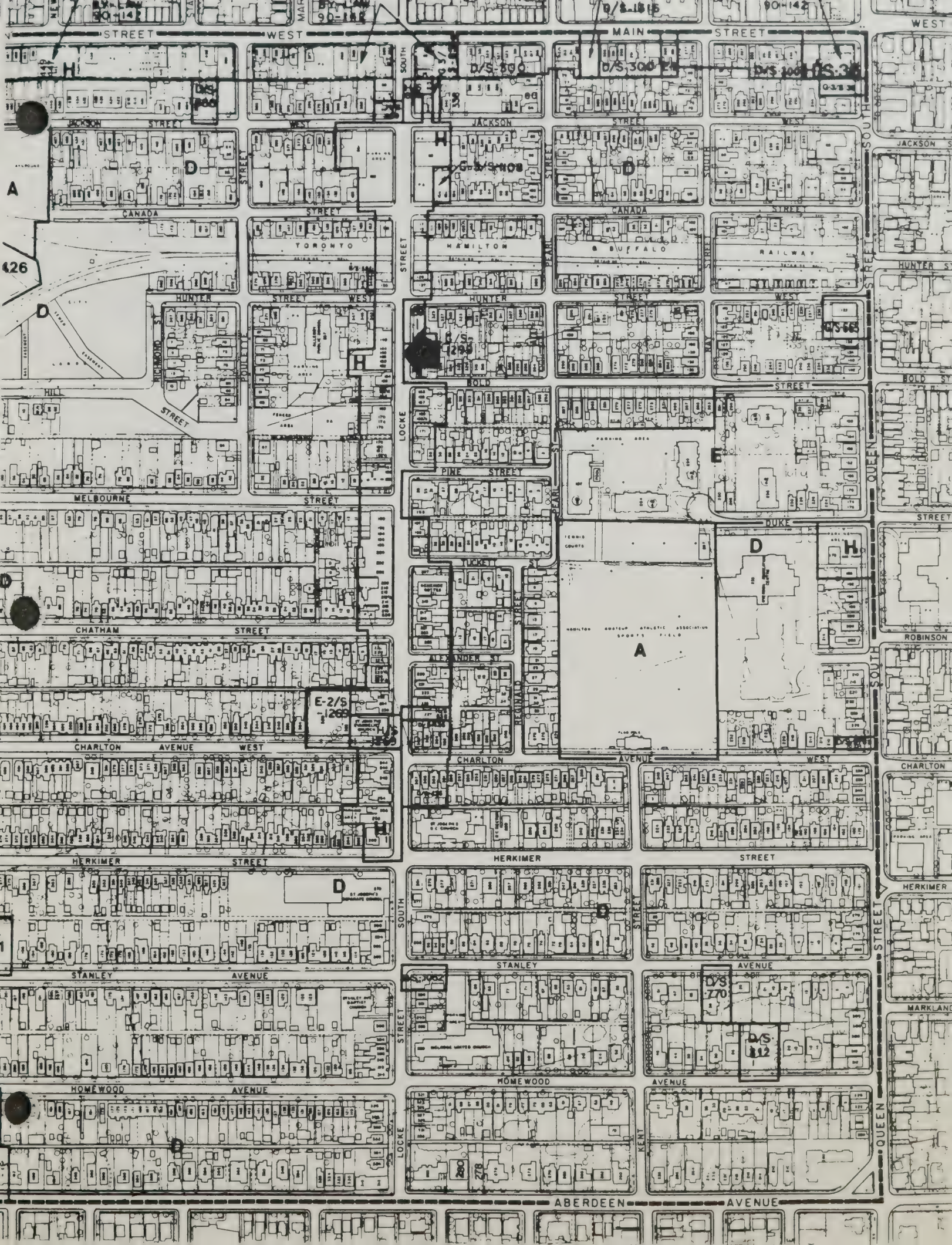
Staff has received a request from Mr. Paul Zita, 146 Locke Street South, that Time Limit Exemption Permits be issued to the residents of this building.

The subject apartment building is located on the west side of Locke between Hunter and Melbourne. Mr. Zita has advised that he wishes to park his vehicle within the existing on-street parking time limit spaces nearby. An investigation has revealed that there are five dwelling units within the apartment building, and that there are no off-street parking spaces available on the private property.

Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The Zoning By-law requires that a minimum of seven off-street parking spaces be provided for a new building of this size in this area. Thus, there is a shortage of seven off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue up to one parking permit per dwelling unit.

Periodic observations reveal that streets in this area are heavily parked during the day. However, since there has only been a moderate demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Thus, the issuance of five Time Limit Exemption Permits to residents of this building should not create any parking difficulties for area residents. Therefore, staff supports this request and it would be appropriate to issue a maximum of five parking permits to the residents of this building on a first come first served basis.

CVB/MBH/smg


MAIN STREET WEST
MAIN STREET
JACKSON STREET WEST
JACKSON STREET
CANADA STREET
HUNTER STREET WEST
HUNTER STREET
BOLD STREET
PINE STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
CHARLTON AVENUE
HERKIMER STREET
HERKIMER
STANLEY AVENUE
HOMEWOOD AVENUE
HOMEWOOD
ABERDEEN AVENUE
HILL STREET
DUKE STREET
ROBINSON STREET
MARKLAND
JOHN STREET SOUTH
QUEEN STREET SOUTH
LOCKE STREET SOUTH
PARK STREET SOUTH
KENT STREET
TORONTO
HAMILTON
BUFFALO
RAILWAY
D/S 300
D/S 1295
E-2/S 1268
D/S 770
D/S 112
426
280
278

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 12
File No. TEC-003-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Carson Drive and Landron Avenue - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Carson Drive and Landron Avenue and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

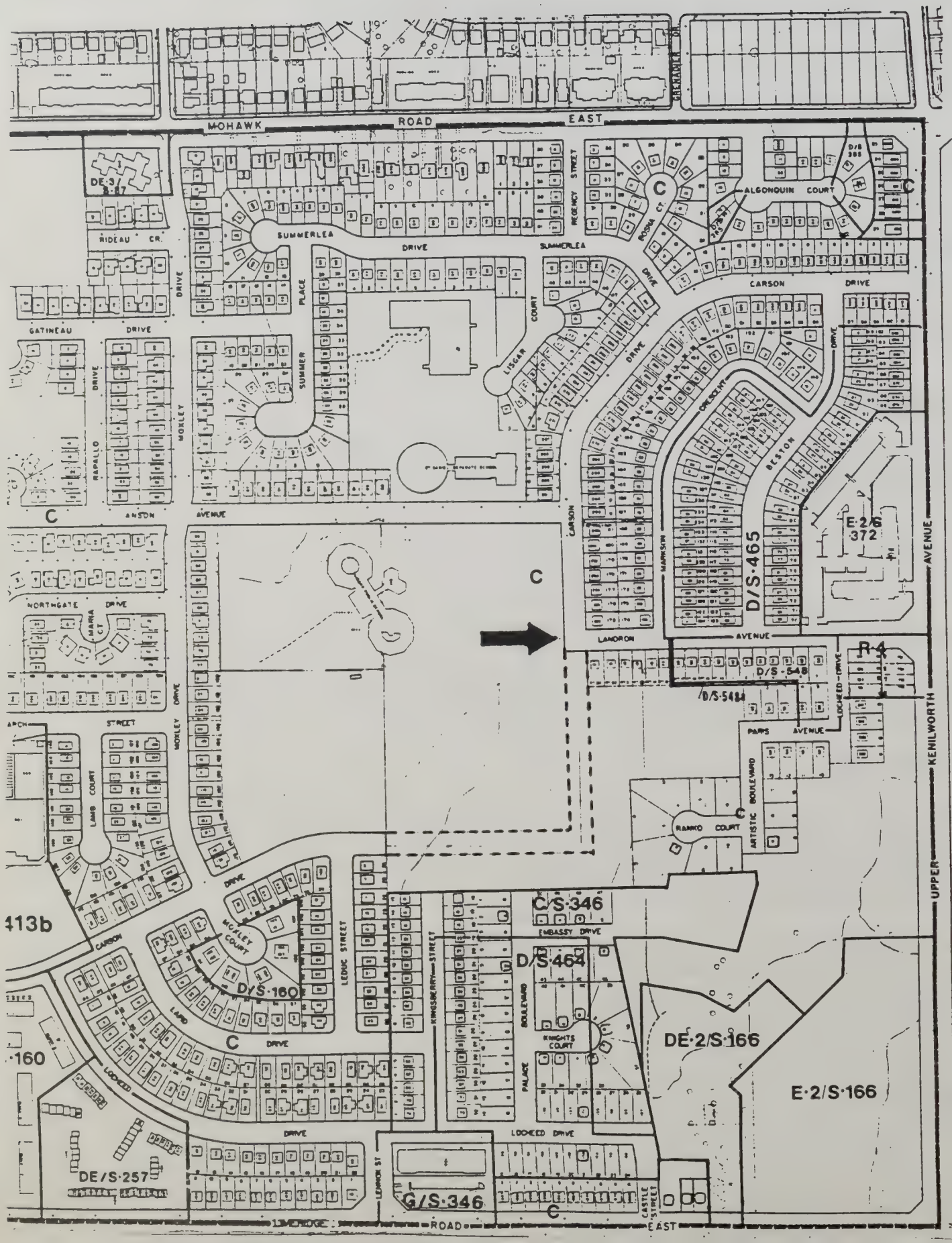
Sufficient funds are provided in the 1997 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Pat Rorie, 222 Carson Drive, that all-way stop control be implemented at the intersection of Carson and Landron. Until recently, this intersection was a 90° turn in the roadway, but Carson was recently extended and now connects with the southerly portion of the neighbourhood.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The subject intersection meets at least one of the criteria respecting the use of all-direction stop control since it is an intersection of two collector roadways for the neighbourhood. Therefore, staff concurs with the request.

CVB/MBH/klk


MOHAWK ROAD EAST
SUMMERLEA DRIVE
SUMMERLEA PLACE
SUMMERLEA COURT
RIDEAU CR.
GATINEAU DRIVE
RAPALLO DRIVE
MORLEY AVENUE
ANSON AVENUE
REGENCY STREET
ROSSINI CT.
ALGONQUIN COURT
CARSON DRIVE
LISGAR DRIVE
MARKSON DRIVE
BESTON CRESCENT
LANDOR AVENUE
NORTHGATE DRIVE
MARIA CT.
MORLEY DRIVE
LAMB COURT
MICKLEY COURT
LEDUC STREET
KINGSDERRY STREET
EMBASSY DRIVE
KNIGHTS COURT
PALACE BOULEVARD
ARTISTIC BOULEVARD
RANKO COURT
PARIS AVENUE
LOCKEED DRIVE
LEMOR ST
CASTLE STREET
UPPER KENILWORTH AVENUE
D/S·465
E·2/S·372
D/S·548
C/S·346
D/S·464
D/S·160
DE·2/S·166
E·2/S·166
DE/S·257
G/S·346
R4
C
413b
160

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 9
File No. TEC-013-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Walnut Avenue and Forest Avenue and Ferguson Avenue South and Forest Avenue Intersection Control

RECOMMENDATION:

a) That all-way stop control be implemented at the intersection of Walnut Avenue and Forest Avenue; and

b) That all-way stop control be implemented at the intersection of Ferguson Avenue South and Forest Avenue; and

c) That the City Traffic by-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

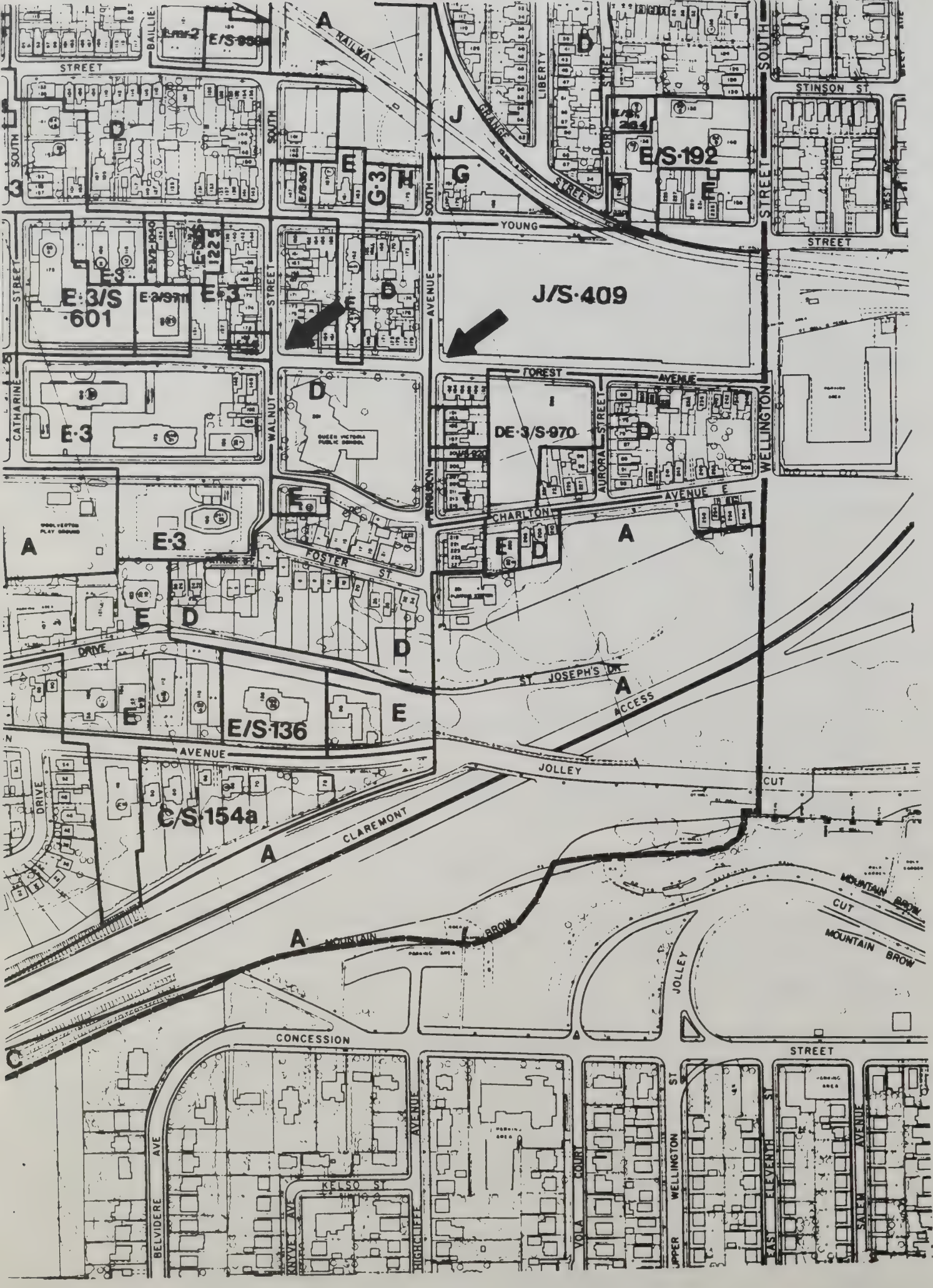
Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bill McCulloch has advised of requests from the Corktown Neighbourhood Association that all-way stop control be implemented at the intersections of Walnut and Forest and Ferguson and Forest.

The subject intersections meet at least one of the criteria respecting the use of all-way stop control due to their proximity to Queen Victoria Public School. Therefore, staff concurs with the request for all-way stop control at these intersections.

CVB/MBH/smg


E/S-192
J/S-409
E-3/S-601
DE-3/S-970
E/S-136
C/S-154a
E-3
A
D
E
G
H
J
STREET
AVENUE
YOUNG
FOREST
CHARLTON
FOSTER
ST JOSEPH'S DR
ACCESS
JOLLEY
CUT
CLAREMONT
MOUNTAIN BROW
CONCESSION
BELVIDERE AVE
KELSO ST
HIGHCLIFFE AVE
VOLA COURT
UPPER WELLINGTON ST
EAST ELEVENTH ST
SAUER AVENUE
WALNUT STREET
CATHARINE STREET
WELLINGTON STREET SOUTH
STINSON ST
LIBERTY STREET
RAILWAY
GRANGE
AURORA STREET
ERNSCN
BAILLIE
DRIVE

2(6)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 9
File No. TEC-012-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 292 Emerald Street North - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on the east side of Emerald Street North commencing at a point 216 feet north of Barton Street East and extending to a point 32 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

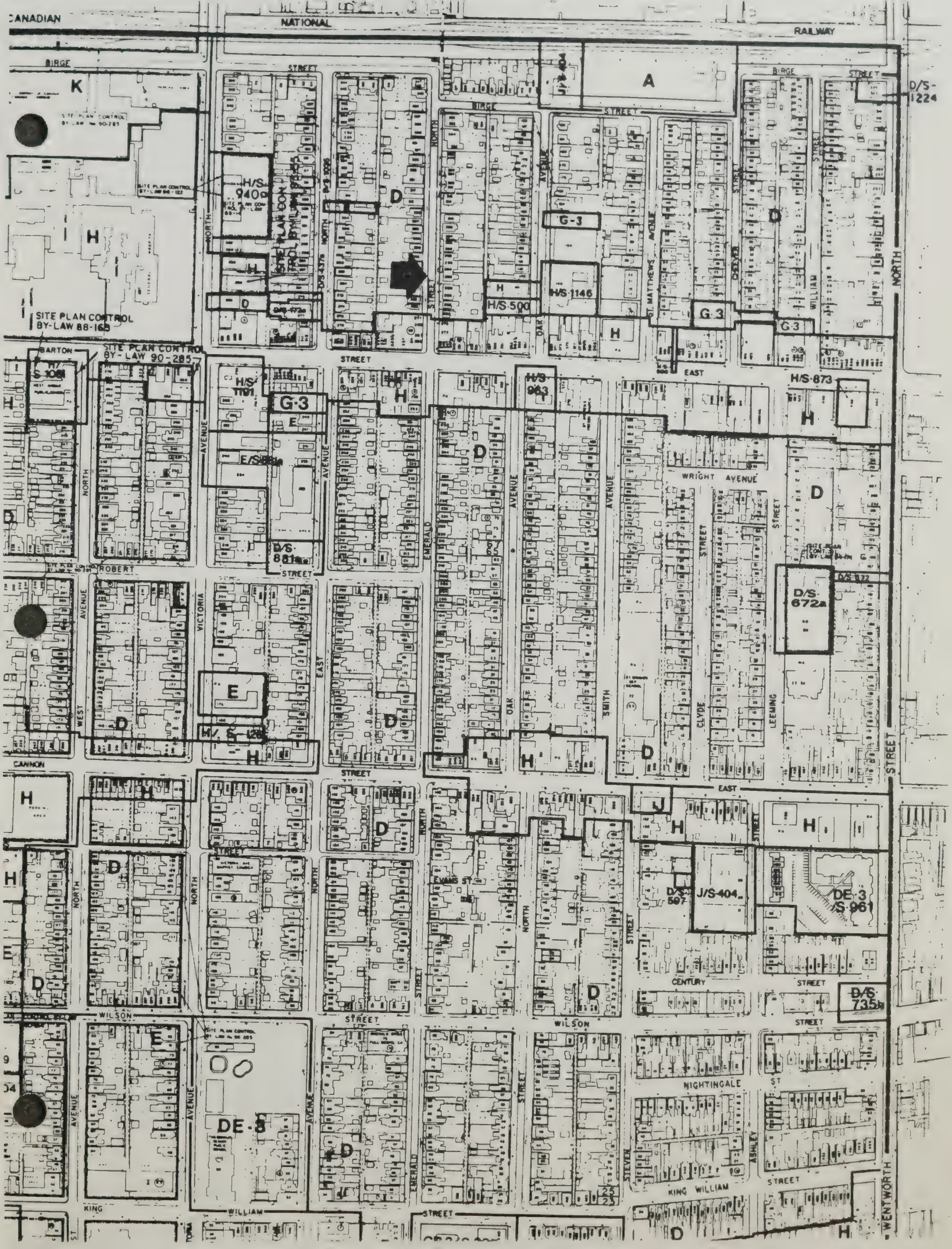
Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Grace MacLeod, 292 Emerald Street North, that a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on the east side of Emerald directly in front of her home since she is disabled and requires the use of Darts vehicles.

Emerald has a 22-foot pavement width, and presently there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of Ms. MacLeod's property. However, since the applicant has agreed to limit the hours of regulation such that parking may occur after 8:00 p.m., from the first day to the 15th day of each month April to November and each day during December to March, under the existing "Alternate Side Parking" regulation, staff does not anticipate any parking problems for area residents and concurs with the request.

CVB/MBH/smg


CANADIAN
NATIONAL
RAILWAY
BIRGE
STREET
K
A
H
D
G-3
E
J
SITE PLAN CONTROL BY-LAW 88-165
SITE PLAN CONTROL BY-LAW 90-285
H/S-940
H/S-500
H/S-1146
H/S-873
H/S-943
H/S-1091
D/S-881a
D/S-672a
D/S-735a
J/S-404
DE-3 /S-961
DE-8
NORTH
AVENUE
EAST
WEST
WRIGHT AVENUE
BARTON
ROBERT
VICTORIA
EMERALD
OAK
SMITH
CLYDE
LEEMING
CANNON
WILSON
CENTURY
NIGHTINGALE
ASHLEY
STEVEN
KING WILLIAM
KING
WILLIAM
WENTWORTH
ST MATTHEWS AVENUE
D/S-1224

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 7
File No. TEC-009-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Ottawa and Sanatorium Bus Routes - Bus Stop Installations

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route #22 UPPER OTTAWA

Add - Eastbound Harlowe Road, south side, 346 feet west of the centre line of Pritchard Road (M/B); and

Route #33 SANATORIUM

Add - Northbound Goulding Avenue, east side, 30 feet south of the south curb line of San Greco Drive (N/S)

b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

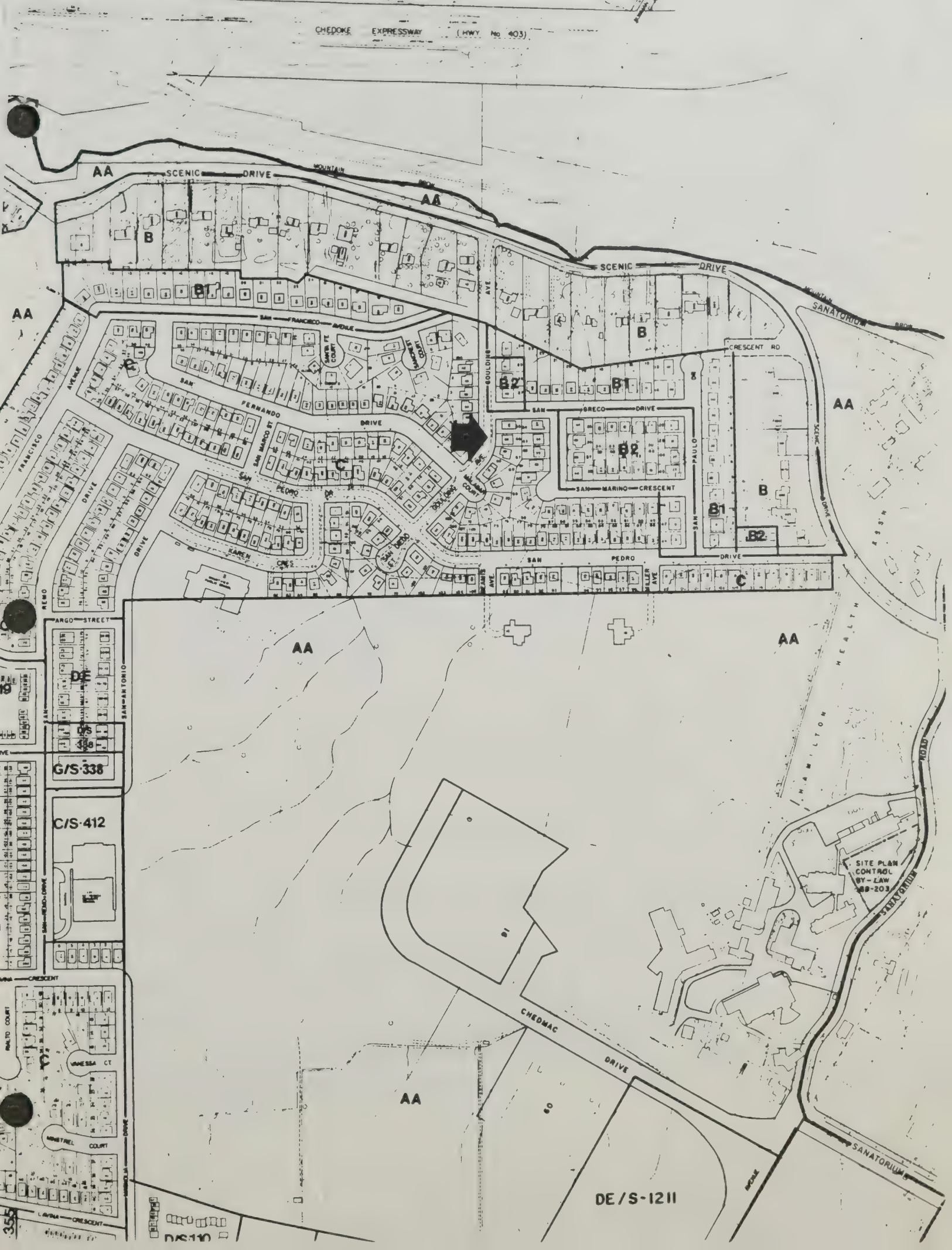
Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway Company has requested that the above bus stops be installed in order to improve the level of transit service for customers in their respective neighbourhoods by reducing the walking time and distance to the nearest bus route for some transit users. Both stops were installed several months ago on a trial basis and since that time, no objections have been received.

Staff has investigated this request and finds it satisfactory from a traffic point of view. Harlowe and Goulding have unrestricted parking in the area of the proposed bus stops. Therefore, it will be necessary to prohibit stopping in these areas. However, since all area businesses and residential properties have available off-street parking, staff does not anticipate any parking difficulties for area businesses or residents.

DR/CVB/MBH/smg


CHEDOKE EXPRESSWAY (HWY No 403)
SCENIC DRIVE
MOUNTAIN BROW
SANATORIUM ROAD
SAN FRANCISCO AVENUE
SAN FERNANDO DRIVE
SAN PEDRO DRIVE
SAN MARINO CRESCENT
SAN GRECO DRIVE
KAREN CRES
CRESCENT RD
GOULDING AVE
PAULO AVE
ARGO STREET
SAN ANTONIO DRIVE
CHEDMAC DRIVE
HAMILTON HEALTH
AA
B
B1
B2
C
DE
G/S-338
C/S-412
DE/S-1211
SITE PLAN CONTROL BY-LAW 88-203


BIGWIN ROAD
M·14/S·626
HIGHLAND ROAD
HAMILTON
M·14/S·1039
M·14/S·658a
M·14
M·13
M·12
ANCHOR ROAD
M·13/S·658b
HARLOWE ROAD
M·13/S·1187
M·13
A
A
AA
M·13
E.P.C.
PRITCHARD
M·13
M·14
M·12
M·14/S·1163
M·12
M·12/S·1163
M·12
AA
M·11
EAST
AA
ROAD

2(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 8
S723-61, S-609-01 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-97-03)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Carson Drive	Block CX	Plan M-89
	Parts 2,5,12,14&15	Plan 62R-12439
Paris Avenue	Block 13	Plan 62M-706
Kingsberry Street	Block 34	Plan 62M-461
	Part 10	Plan 62R-12439
	Part 1	Plan 170971LT
Palace Boulevard	Part 8	Plan 62R-12349
	Part 1,2,3	Plan 263314LT
Dicenzo Drive	Part 3	Plan 62R-10945

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Carson Drive	Block CX, Plan M-89 Parts 2,5,12,14,15 Plan 62R-12439	N/A	To facilitate Wisemount Estates - Phase 2 development	S723-61
Paris Avenue	Block 13, 62M-706	N/A	To facilitate Wisemount Estates - Phase 2 development	S723-61
Kingsberry Street	Block 34, Plan 62M-461 Part 10 Plan 62R-12439 Part 1, Plan 170971LT	N/A	To facilitate Wisemount Estates - Phase 2 development	S723-61
Palace Boulevard	Part 8, Plan 62R-12349 Part 1,2,3, Plan 263314 L.T.	N/A	To facilitate Wisemount Estates - Phase 2 development	S723-61
Dicenzo Drive	Part 3, Plan 62R-10945	N/A	To complete final street widths	S609-01

sk:GM/KML
encls.

cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK CX, PLAN M-89, AND
PARTS 2, 5, 12, 14 & 15 ON PLAN 62R-12439
INTO CARSON DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Carson Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Carson Drive.

   All of Block CX on Plan M-89.
   Part of Block "DX" on Plan M-207 designated as Part 2 on 62R-12439.
   Part of Lot 3 Concession 6 in the geographic Township of Barton designated as Parts 5, 12, 14, & 15 on Plan 62R-12439

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 13, ON PLAN 62M-706
INTO PARIS AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Paris Avenue within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway, to form part of Paris Avenue.

   All of Block 13, on Plan 62M-706.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 10 ON PLAN 62R-12439, BLOCK 34
ON PLAN 62M-461 AND PART 1 ON PLAN 170971 L.T.
INTO KINGSBERRY STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Kingsberry Street within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Kingsberry Street.

   All of Block 34, on Plan 62M-461.
   Part of Lot 3, Concession 6 in the geographic Township of Barton designated as Part 10 on Plan 62R-12439 and Part 1 on Plan 170971 L.T.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 8 ON PLAN 62R-12349 AND
PARTS 1, 2 & 3 ON PLAN 263314 L.T.
INTO PALACE BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Palace Boulevard within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Palace Boulevard.

   Part of Lot 3, Concession 8 in the geographic Township of Barton designated as Part 8 on Plan 62R-12439 and Parts 1, 2, & 3 on Plan 263314 L.T.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 3, ON PLAN 62R-10945
INTO DICENZO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Dicenzo Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Dicenzo Drive.

   Part of Lot 14 Concession 8, in the geographic Township of Barton designated as Part 3 on Plan 62R-10945.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

2(B)(v)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1996 December 10

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Keep Hamilton Clean Committee - Appointment of New Member

RECOMMENDATION:

That the following citizen be appointed to the Keep Hamilton Clean Committee for a term to expire 1999 December 31:

Danielle Marchese

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The staffing level to support this Committee is provided through two (2) volunteer members of the Public Works staff complement with no staff time costs attributable to this Committee.

BACKGROUND:

On 1995 April 3, the Transport and Environment Committee approved that the responsibilities for the Keep Hamilton Clean Committee be transferred to the Transport and Environment Committee from the Finance and Administration Committee.

The Committee shall be comprised of twelve citizen members appointed by the Transport and Environment Committee following the standard City Sub-Committee process. Orientation Sessions were held on 1996 September 30 and October 2 to recruit applicants to fill the existing five vacancies on the Committee (four for a term to expire 1999 December 31 and one for a term to expire 1998 December 31 as a result of a resignation).

Only four letters of application were received to fill the five citizen member vacancies following the Orientation Sessions which still left one vacancy on the Committee.

The following are the four options for filling this term:

1) The Committee can recommend to fill the vacancy by the usual process (advertise, orientation sessions, interviews);

2) Wait until other members terms of office expire and advertise for them all (including this one) at the same time;

3) Recommend not to fill this vacancy at this time;

4) Or, ask that given the high advertising costs and time involved, that the Committee recommend someone (by name) and indicate that while this is not in keeping with the approved policy, that it will save costs (advertising) and time in light of the fact that the heavy preparation for Pitch-In Week is starting in 1997 January and the Committee needs someone on board as soon as possible.

The Keep Hamilton Clean Committee reviewed the alternatives open to them and, in light of the heavy workload on this volunteer Committee resulting from the Pitch-In Week preparations, recommended that Alternative 4 be selected. Following the standard interview process for this Committee, this applicant (Danielle Marchese, who had let the members know that she was interested in joining this Committee) was interviewed by the Chair of the Committee and a representative of the Department of Public Works and Traffic.

The Keep Hamilton Clean Committee, at its meeting held on 1996 December 4, received the recommendation of the interviewers and recommended the appointment of Danielle Marchese to fill the vacant position. As one of those citizens recently appointed to the Committee (Michael Murkovich) has now officially declined the appointment, it is recommended that the appointment of Danielle Marchese be for a term to expire 1999 December 31.

DL/DH

cc Charlene Touzel, City Clerk's Department

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(1)(b)

DATE: 1997 January 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Rescinding Council Resolution for the Construction of a Reinforced Concrete Liner for Red Hill Creek, East of Quigley Road and North of Greenhill Avenue**

RECOMMENDATION:

That Item 32 of the 14th Report of the Transport and Environment Committee approved by Council on November 9, 1993 respecting the issuance of a purchase order to Harm Schilthuis and Sons Limited for the construction of a reinforced concrete liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue be rescinded.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Purchase Order No. 20957 was issued to Harm Schilthuis and Sons Limited in the amount of $84,316 but was subsequently cancelled. The Capital Budget Account No. CF 5200 609349007 was closed by Council on August 29, 1995 in approving Item 4 of the Tenth Report of the Transport and Environment Committee.

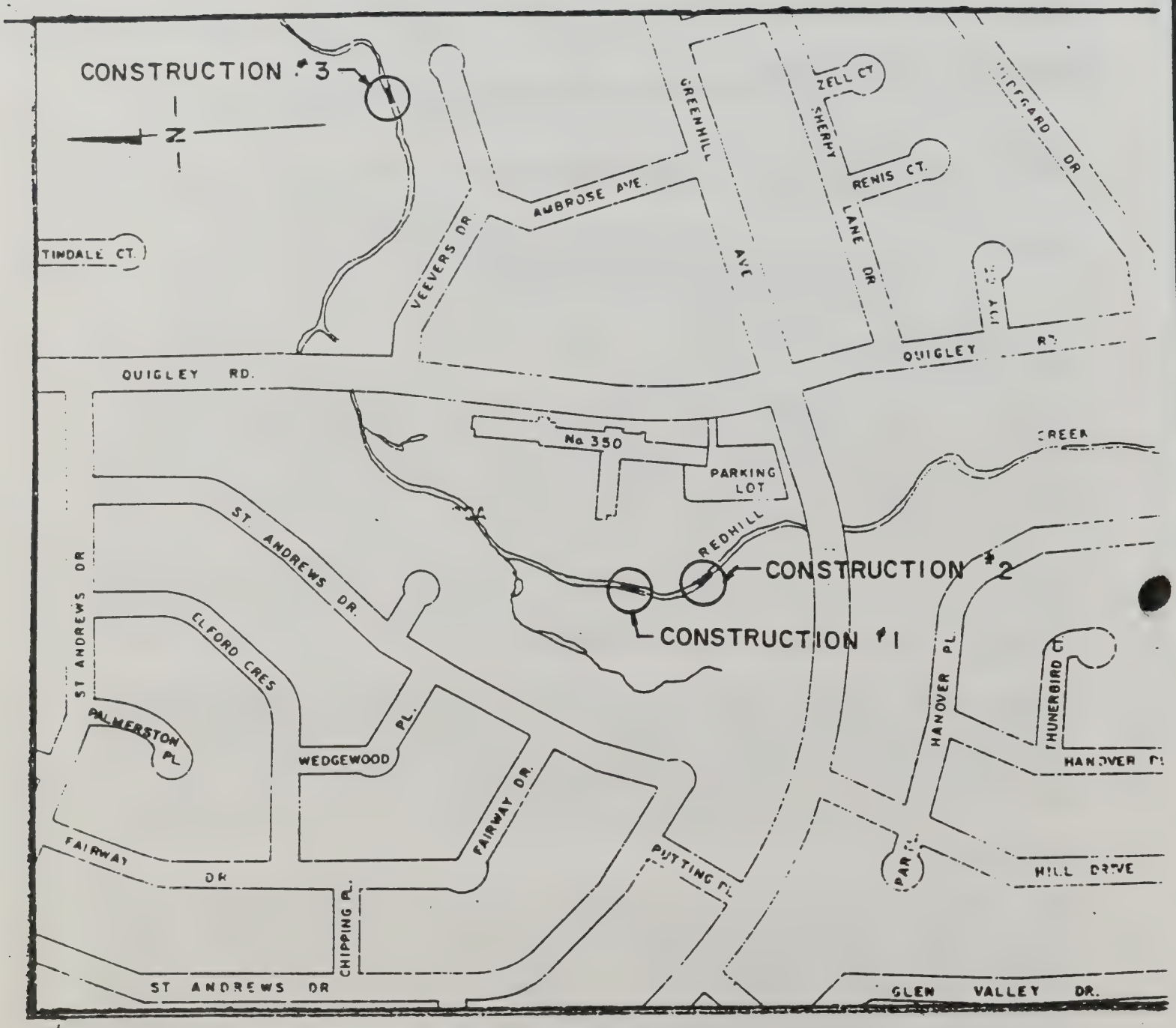
BACKGROUND:

The construction of a concrete liner for a tributary of the Red Hill Creek was required to address erosion problems at the location shown as Construction #1 on the attached plan. Approval was required from the Hamilton Region Conservation Authority (HRCA) prior to the work being done. The HRCA was not willing to approve the design of the concrete liner. No work was ever done by the contractor, however some remedial work has been undertaken by the Department of Public Works and Traffic. Therefore, it would be prudent to rescind the original Council resolution since the works will not be undertaken as proposed.

RPM/rb
attachment

c.c. A. Ross, City Treasurer
Attn: M. B. Chandrashekar

c.c. J. Krochak, Purchasing


CONSTRUCTION #3
N
TINDALE CT.
VEEVERS DR
AMBROSE AVE.
GREENHILL AVE
ZELL CT
SHERRY LANE DR
RENIS CT.
QUIGLEY RD.
No 350
PARKING LOT
CREEK
REDHILL
CONSTRUCTION #2
CONSTRUCTION #1
ST ANDREWS DR
ST ANDREWS DR.
CLIFFORD CRES
PALMERSTON PL
WEDGEWOOD PL.
FAIRWAY DR
FAIRWAY DR.
CHIPPING PL.
PUTTING PL.
HANOVER PL
THUNDERBIRD CT
HILL DRIVE
GLEN VALLEY DR.

KEY PLAN

H.T.S.

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 20th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

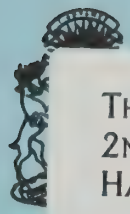
Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
'96 Nov. 21	Commissioner of Public Works & Traffic	1996 City Construction Program Status and Schedule as of 1996 November 15	1996 November 28
'96 Dec. 5	Ministry of Transportation	Public Consultation Session Detail Design of Highway 6 and Twenty Road Intersection Improvement	1996 December 9
'96 Dec. 12	Hamilton-Wentworth Regional Public Health Department	Henkel Canada, 162 Ward Avenue	1996 December 16
'96 Dec.	Board of Education for the City Hamilton	Appointments to the Transport and Environment Committee	1996 December 17
'96 Dec.	Ontario Good Roads Association	Municipal Roads Bulletin	1997 January 6
'97 Dec. 17	Canadian Soft Drink Association	Municipality Blue Box Program	1997 January 7
'97 Jan. 8	Commissioner of Public Works and Traffic	1997 Street Tree Trimming Programme	1997 January 14

Kevin C. Christenson, Secretary
January 20, 1997

URBAN\MUNICIPAL
CA4 ON HBL A05
C 51T6
1997



THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL

FEB 4 1997

GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 February 3
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   Proposed Road Closure:
   Dulgaren Street from the future Eaglewood Drive easterly for 62 metres

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   PUBLIC WORKS DIVISION

   (a) 1997 Proposed Road and Sidewalk Capital Improvement Programme

   (b) Petition Requesting the Elimination of the Requirement for Boulevards on Jacqueline Boulevard

4. **OTHER BUSINESS**

5. **ADJOURNMENT**

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
T103 03 339 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Closure: Dulgaren Street from the future Eaglewood Drive easterly for 62 metres

(R-97-07)

RECOMMENDATION:

A. i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unopened road allowance of Dulgaren Street from the future east limit of Eaglewood Drive easterly for 62 metres; and,

ii) That the Senior Director, Roads Department be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed; and,

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department; and that the applicant be responsible for all fees payable in District Court; and,

iv) That the Applicant, prepare and register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

Cont'd ...

Proposed Closure: Dulgaren Street

Cont'd ...

v) That the Senior Director, Roads Department authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990.

B. Provided the Judge's Order to close the unopened road allowance is granted:

i) That the Senior Director, Roads Department be directed to prepare a by-law for the sale of the closed unopened road allowance to the abutting owner; and,

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

iii) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Harp Homes Inc., to close the portion of unopened road allowance known as Dulgaren Street from the future East limit of Eaglewood Drive, easterly for 62 metres. The applicant requires closure to incorporate the lands into the proposed Plan of Subdivision known as Eagleview Estates.

Cont'd ...

Proposed Closure: Dulgaren Street

Cont'd ...

The area proposed for closure is in the block surrounded by Eleanor Avenue, Upper Sherman Avenue, Stonechurch Road and Rymal Road. The portion of Dulgaren Avenue requested for closure is public unassumed road allowance. The applicant is in the process of developing Phase I of Eagleview Estates and the closure will create opportunity to develop four building lots. The development of Phase II would also be supported by this closure.

This Department has circulated a notice of closure to the abutting property residents/owners and the affected municipal departments and the public utility companies. The results are as follows:

i) Abutting owners; Total Number Circularized - 21

No residential opposition received

ii) Municipal Departments:

No municipal department was opposed or required easements within the closure area.The City of Hamilton Planning Department indicated that the closure reflects the future road pattern on the approved Eleanor Neighbourhood Plan and is reflected in the draft Plan of Subdivision for Eagleview Estates.

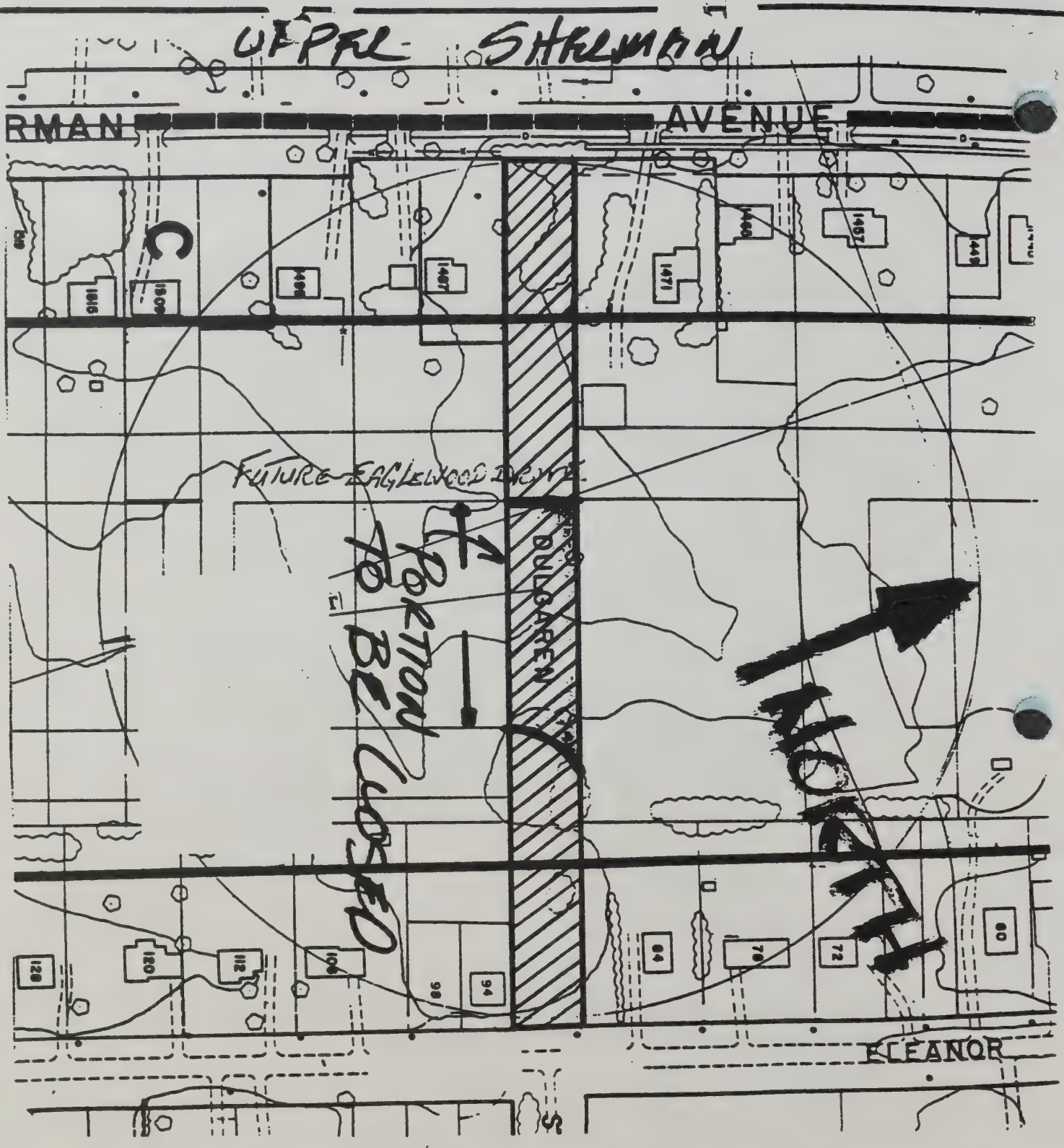
iii) Public Utilities:

No objections

Since the application fulfils the future plans for the area and there was no opposition to the proposal this Department is in support of the application.

JKC:mg

cc: M. Watson, Manager, Property Department



LOCATION PLAN

FOR PROPOSED PUBLIC STREET CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

AREA OF PROPOSED PUBLIC STREET CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03 (339)
	Date	
	OCT 21 1996	

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 29

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **1997 Proposed Road and Sidewalk Capital Improvement Programme**

RECOMMENDATION:

a) That the proposed 1997 Road and Sidewalk Capital Improvement Programme in the amount of $7,371,000 be approved; and

b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

c) That the Commissioner of Transportation be authorized on an interim basis to proceed with the calling of tenders for projects in the Programme up to a maximum of $5,000,000 prior to the final Capital Budget approval.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

The Draft 1997-2006 Capital Budget makes a provision in the amount of $7,371,000 for the reconstruction of roads and sidewalks in the City in 1997. The proposed programme for 1997 is divided into the following sections:

a) Roads and Abutting Sidewalks
b) Sidewalks Only
c) Miscellaneous Projects
d) Supplementary List

The projects in the programme have been reviewed by the Public Works and Traffic, Transportation and Environment Departments and the Utility Companies. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction.

A report will be submitted to the Committee in March with a list of streets to be considered for hot-in-place asphalt recycling as noted under Section C, Miscellaneous Projects.

Based on the above considerations, the proposed 1997 Capital Improvement Programme is as shown on attached Schedule "A".

Also, for the information of the Committee attached as Schedule "B" is the list of Canada/Ontario Infrastructure Works (COIW) which recently received approval. A minimum of $1,500,000 of this work will be undertaken by the Department of Public Works and Traffic, Streets Division. The projects to be undertaken by this Department are suited to the capabilities of our workforce and equipment, and do not conflict with underground work for sewer and watermain replacements. Some of the road resurfacing has been completed with hot-in-place recycling on Brucedale Avenue, Dundurn Street, Hunter Street, Inverness Avenue, Locke Street, Queensdale Avenue and Secord Drive.

The undertaking of these projects "in house" facilitates a balancing of employee compliment and available work, recognizing the current budget reductions proposed for 1997 and future years.

RPM/rb
attachment

c.c. A. Ross, City Treasurer
c.c. E. M. Gill, Senior Director, Roads Division
c.c. J. Thoms, Commissioner, Regional Environment Department

Schedule 'A'

CITY OF HAMILTON
1997 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS	ESTIMATE
Adair Avenue N & S	Queenston	Roxborough	-road resurface-sidewalk reconstruction -both sides -in conjunction with Regional sewer work	$112,000
Argyle Avenue	Norman Carlisle	Frederick Agnes	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$221,000
Bromley Road	Seven Oaks	Holt	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$253,000
Cheryl Avenue	Upper Sherman	East 34th	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$230,000
Cumberland Avenue	Sanford	Wentworth	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$153,000
Dalewood Avenue	Main	King	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$222,000
East 14th Street	Brucedale	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$157,000

STREET	FROM	TO	COMMENTS	ESTIMATE
East 17th Street	Fennell	Vickers	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$319,000
East 37th Street	Crockett	Concession	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$143,000
Emerson Street	Main	Whitney	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$654,000
King William Street	Catharine	Victoria	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watemain work	$523,000
Rutherford Avenue	Sanford	Wentworth	-road reconstruction-sidewalk and curb reconstruction -in conjunction with Regional sewer work	$179,000
Selkirk Avenue	Main	Normanhurst	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer and watermain work	$408,000
Stinson Street	Victoria	Wellington	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$172,000
Toby Crescent	Broker	Upper Kenilworth	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$650,000

STREET	FROM	TO	COMMENTS	ESTIMATE
West 31st Street	Scenic	Sanatorium	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$644,000
		TOTAL SECTION A		$5,040,000

B. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Glengrove Street	Reid	Armstrong	-reconstruction-both sides -in conjunction with Regional watermain work	$ 55,000
Rainbow Drive	Secord	Nash	-reconstruction and repair-both sides -in conjunction with Regional watermain work	$264,000
Sunrise Drive	Heather	Orphir	-reconstruction and repair-both sides	$188,000
		TOTAL SECTION B		$507,000

C. **Miscellaneous**

DESCRIPTION	ESTIMATE
Catch basin and drain connections in conjunction with Regional sewer projects	$ 10,000
Pavement Management System - annual update	$ 40,000
Provision for sidewalk reconstruction/repairs in conjunction with Regional road projects	$ 50,000
Streetlighting - various locations	$ 450,000
Hot-in-place asphalt recycling - various locations	$1,200,000
Tree planting in conjunction with reconstruction projects	$ 74,000
TOTAL SECTION C	$1,824,000
GRAND TOTAL	$7,371,000

D. **Supplementary List** - **Streets may be done in the order listed if residual funds are available**

STREET	FROM	TO	COMMENTS	ESTIMATE
Ferguson Avenue North	King	King William	-road reconstruction-sidewalk reconstruction-both sides	$300,000
Fernwood Crescent	Tenth	Ninth	-road reconstruction-sidewalk reconstruction-both sides	$140,000
West 32nd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
West 33rd Street	Scenic	Sanatorium	-sidewalk reconstruction and repair -both sides	$100,000
Franklin Avenue	Longwood	Parkview	-road reconstruction-sidewalk and curb reconstruction	$219,000
East 22nd Street	Fennell	Queensdale	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional sewer work	$325,000
Adeline Avenue	Main	Britannia	-road reconstruction-sidewalk reconstruction-both sides	$421,000
Hester Street	Upper James	Upper Wellington	-road reconstruction-sidewalk repairs -both sides -in conjunction with Regional watermain work	$448,000
East 38th Street	Mohawk	Macassa	-road reconstruction-sidewalk reconstruction-both sides	$452,000
Wise Crescent	Grenadier	Grenadier	-road reconstruction-sidewalk reconstruction-both sides -in conjunction with Regional watermain work	$463,000
		TOTAL SECTION D		**$2,968,000**

Schedule B

Description	Estimate	Postal Codes
Roadway and Sidewalk Reconstruction Program		
Agincourt Avenue-Beach to McAnulty-Road resurface	$ 10,000	L8H 3M3
Ainslie Avenue-Bowman to Emerson-Sidewalk repairs	30,000	L8S 2J5-L8S 2J7
Armstrong Avenue-Glengrove to Hayes-Sidewalk repairs	85,000	L8H 1M5-L8H 1M8
Avalon Place-Arthur to Burris-Sidewalk repairs	32,000	L8M 1R2-L8M 1R3
Bingham Road-Glengrove to Hayes-Sidewalk repairs	55,000	L8H 1N3-L8H 1N6
Brucedale Avenue-Upper James to Upper Wellington-Road resurface and sidewalk repairs	65,000	L9A 1M8-L9A 1M9 L9A 1N1-L9A 1P3
Burris Street-Main to King-Road and sidewalk repairs	15,000	L8M 2J1-L8M 2J4
Cumberland Avenue-Gage to Sanford-Reconstruct road, sidewalk and curbs	1,463,000	L8M 1Z2-L8M 1Z9 L8M 2A1-L8M 2A3 L8M 3M5-L8M 3M9
Dundurn Street-Aberdeen to south end-Road resurface and sidewalk repairs	60,000	L8P 4L7-L8P 4M2
Dunsmure Road-Kenilworth to Ottawa-Road resurface and sidewalk repairs	41,000	L8L 1X4-L8L 1X5 L8H 1G7-L8H 1G9 L8H 1H1-L8H 1H6 L8H 7S1
East 27th Street-Concession to Crockett-Sidewalk reconstruction, regrade and surface treat roadway	120,000	L8V 3E6-L8V 3E8
East 43rd Street-Queensdale to Fennell-Sidewalk reconstruction	181,000	L8T 3B9-L8T 3C5
Eastvale Place-Armstrong to Armstrong-Sidewalk repairs	59,000	L8H 1N9-L8H 1P1
Eaton Place-Bingham to Bingham-Sidewalk repairs	67,000	L8H 1N7-L8H 1N8
Ewen Road-Whitney to Ofield-Sidewalk repairs	19,000	L8S 3C3-L8S 3C5

Description	Estimate	Postal Codes
Ferndale Avenue-Dundonald to Dunkirk-Road resurface and sidewalk repairs	$ 45,000	L8K 4L3-L8K 4L7
Geneva Drive-Delmar to Bendamere-Sidewalk reconstruction	129,000	L9C 3Z4-L9C 3Z5
Hayes Avenue-Bingham to Armstrong-Sidewalk repairs	30,000	L8H 1M2-L8H 1M4
Heather Road-Pottruff to Woodman-Road resurface and sidewalk repairs	20,000	L8K 3V8-L8K 3V9 L8K 3W1
Hunter Street-John to Wellington-Road resurface and sidewalk repairs	70,000	L8N 1M4-L8N 1M5 L8N 4E7&L8N 4H1 L8N 1N1-L8N 1N3
Inverness Avenue-Upper James to Upper Wellington-Road resurface and sidewalk repairs	110,000	L9A 4X2&L9A 1H1 L9A 1G5-L9A 1G9 L9A 4Y5
Locke Street-Main to Aberdeen-Road resurface and sidewalk repairs	88,500	L8P 4C1-L8P 4C6 L8P 4A2-L8P 4A9 L8P 4B1-L8P 4B9
Meadowlark Drive-Upper Wellington to Bobolink-Sidewalk repairs	18,000	L9A 2K4-L9A 2K9
Palmer Road-Muir to Michael-Sidewalk repairs	23,000	L8T 3E9&L8T 3G1
Queensdale Avenue-Upper Gage to Upper Ottawa-Road resurface and sidewalk repairs	75,000	L8T 1H5-L8T 1J7
Sanford Avenue-Barton to Cannon-Sidewalk reconstruction	89,000	L8L 5Z3-L8L 5Z8
Secord Drive-Sunrise to Glen Echo-Road resurface and sidewalk repairs	25,000	L8K 3W6-L8K 3W8
Shaw Street-Victoria to Wentworth-Road and sidewalk reconstruction	480,000	L8L 3P2-L8L 3P7
Upper Sherman Avenue-Dorval to Jasmine-Sidewalk repairs	20,000	L8V 3N2-L8V 3N4
Wheelchair Ramp Retrofit-Various locations	600,000	Various
TOTAL	$4,124,500	

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 31

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: Petition Requesting the Elimination of the Requirement for Boulevards on Jacqueline Boulevard

RECOMMENDATION:

That the Transport and Environment Committee give consideration to the petition requesting the elimination of the requirement for boulevards on Jacqueline Boulevard, in the "Allison Estates - Phase 1" subdivision.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the above recommendation.

BACKGROUND:

Staff have received a petition from all of the residents of Jacqueline Boulevard requesting the elimination of the standard one metre boulevard in front of their houses. This request comes prior to the construction of any sidewalks in the subdivision.

The City's standard road cross section calls for a one metre wide boulevard separating the curb and the public sidewalk. This boulevard has benefits such as providing an area for snow storage, placement of garbage and blue box containers and a measure of aesthetic appeal.

Conversely, those who do not favour the boulevard standard note that the elimination of the one metre separation facilitates the parking of a second car within the residential driveway. Fewer parked cars on a residential street has advantages to road maintenance and curbside collection operations, through the reduction of obstacles for plowing, sweeping and accessing garbage containers.

The large majority of new developments are constructed with the one metre boulevard. However, in several instances, the boulevard has been eliminated at the request of the street's residents. Wisemount Estates Phase "3", Edan Heights Phase "3", Acadia Drive and Locheed Street are examples of instances in which the boulevard has been eliminated.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 February 3
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 January 20

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Fairleigh Avenue North between King Street East and Wilson Street

(b) Apartment Building at No. 107 St. Joseph's Drive

(c) Coronation Avenue, west of Parkdale Avenue South

(d) Rennie Street between Parkdale Avenue North and Woodward Avenue

ii. **Intersection Control**

Upper Gage Avenue at Terni Boulevard/Cadham Boulevard

iii. **Miscellaneous**

(a) Bozdech Steam Baths, 12 Holton Avenue North
Commercial Boulevard Parking Agreement

(b) Robert Street between James Street North
and Hughson Street North - Parking Meter Duration

(c) 343 Hunter Street West - Commercial Boulevard Parking Agreement

(d) Intersection of Cannon Street East and Lottridge Street
School Crossing Guard Request

(e) Local Improvement Charges for the Construction
of Roads, Curbs, Sidewalks and Alleys.

iv. **City Engineer**

(a) To Incorporate certain City land into various streets by By-laws

(b) Temporary Encroachment Agreement - Vansitmart Avenue

(c) Encroachment Agreements

(d) 1997 Servicing Expenditures Related to Subdivisions
City of Hamilton Land Severance Applications B-96:2 and B-96:3

(e) City of Hamilton's "Flat Rate Fee" for the recovery of servicing costs associated with 0.30 metre reserves

C. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1997 January 20
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman G. Copps Alderman C. Collins Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business Alderman B. Morelli, City Business
Also present:	Alderman M. Caplan Ms. B. Price, Hamilton Safety Council Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Watson, Property Department Mr. G. Aston, Roads Department Mr. V. Sferrazza, Environmental Department Mr. K. Gonnsen, Hamilton BIO Conversion Inc. Mr. C. Hailes, Hamilton BIO Conversion Inc. Mr. K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **By-law to Stop-up, Close and Sell that Portion of Upper Horning Road from Omni Boulevard to Upper Horning, and a portion of the original Road Allowance between Lots 54 and 55 in the geographic Township of Ancaster**

The Committee was in receipt of a report dated 1997 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston informed the Committee that the reference plan number had not been included in the report recommendation as it had not been determined at the time the agenda was printed. He stated that the plan number should read "62R-14003"

As there were no delegations present, the Committee approved the following recommendation:

That the appropriate by-law be enacted to stop-up, close and sell the subject land being described as that portion of Upper Horning Road from Omni Boulevard to Upper Horning road designated as Parts 2, 3, 4, 5 and 6 on Plan 62R-14003, and part of the original road allowance between Lots 54 and 55, Concession 3 in the geographic Township of Ancaster designated as Part 1 on Plan 62R-14003.

(b) **Hamilton Bio Conversion Inc.**
Application to Amend Provincial Certificate of Approval for a Waste Disposal Site (Processing) at No. 2380 Brampton Street, Hamilton

The Committee was in receipt of a report dated 1997 January 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Gonnsen and Mr. Hailes appeared before the Committee indicating that Hamilton BIO Conversion Inc. was prepared to go through a six month monitoring programme and has already installed an odour abatement system. Subsequently, the Committee agreed that the item be tabled in order that staff prepare an up to date report on the matter for the Committees consideration.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1996 December 2nd were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 226 Hughson Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 January 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Hughson Street North commencing at a point 323 feet north of Robert Street and extending to a point 24 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Arthur Taylor, No. 226 Hughson Street North.

(b) **No. 198 Balsam Avenue South**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 January 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of Balsam Avenue South commencing at a point 189 feet north of Afton Avenue and extending to a point 16 feet northerly therefrom, and on the east side of Balsam Avenue South commencing at a point 174 feet north of Afton Avenue and extending to a point 19 feet northerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Daytona Drive, north of Delmar Drive**

The Committee was in receipt of a report dated 1997 January 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Daytona Drive between the south side of Delmar Drive and the northerly end be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **West 32nd Street between Bendamere and Leslie Avenues**

The Committee was in receipt of a report dated 1996 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of West 32nd Street, north of Bendamere Avenue, be extended to Leslie Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **No. 209 Rebecca Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1996 December 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Rebecca Street commencing at a point 84 feet west of Cathcart Street and extending to a point 19 feet westerly therefrom be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Picton Street West between Bay Street North and MacNab Street North**

The Committee was in receipt of a report dated 1996 December 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 24 Hours a Day, Seven Days a Week" regulation on both sides of Picton Street West between Bay Street North and MacNab Street North be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 103 Beechwood Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 January 16 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Beechwood Avenue commencing at a point 164 feet west of Lottridge Street and extending to a point 20 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Angelic Lymberopoulos, No. 103 Beechwood Avenue.

(h) **No. 14 Ruth Street Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 January 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ruth Street commencing at a point 89 feet south of Case Street and extending to a point 21 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. James Fitzgibbon, No. 14 Ruth Street.

(i) **Apartment Building at No. 146 Locke Street South**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1997 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, five Time Limit Exemption Permits to each of the first five eligible applicants residing in the apartment building at No. 146 Locke Street South.

ii. **Intersection Control**

(a) **Intersection of Carson Drive and Landron Avenue**

The Committee was in receipt of a report dated 1996 December 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Carson Drive and Landron Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersections of Walnut Avenue and Forest Avenue and Ferguson Avenue South and Forest Avenue**

The Committee was in receipt of a report dated 1997 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That all-way stop control be implemented at the intersection of Walnut Avenue and Forest Avenue; and,

(b) That all-way stop control be implemented at the intersection of Ferguson Avenue South and Forest Avenue; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **No. 292 Emerald Street North -**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 January 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Seven Days a Week" regulation be implemented on the east side of Emerald Street North commencing at a point 216 feet north of Barton Street East and extending to a point 32 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Upper Ottawa Street and Sanatorium Bus Route Bus Stop Installations**

The Committee was in receipt of a report dated 1997 January 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be installed:

Route No. 22 Upper Ottawa

Add - Eastbound - Harlowe Road, south side, 346 feet west of the centre line of Pritchard Road (M/B); and,

Route No. 33 Sanatorium

Add - Northbound - Goulding Avenue, east side, 30 feet south of the south curb line of San Greco Drive (N/S); and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **City Engineer**

Street Incorporation

The Committee was in receipt of a report dated 1997 January 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following streets:

Carson Drive	Block CX	Plan M-89
	Parts 2, 5, 12, 14 and 15	Plan 62R-12439
Paris Avenue	Block 13	Plan 62M-706
Kingsberry Street	Block 34	Plan 62M-461
	Part 10	Plan 62R-12439
	Part 1	Plan 170971LT

Palace Boulevard	Part 8	Plan 62R-12349
	Part 1, 2, and 3	Plan 263314LT
Dicenzo Drive	Part 3	Plan 62R-10945

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be enacted by City Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the By-laws.

v. **Public Works Division**

(a) **Keep Hamilton Clean Committee - Appointment of New Members**

The Committee was in receipt of a report dated 1996 December 10 and a report dated 1997 January 15 which was distributed at the meeting from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That City Council receive the following information:

That the Transport and Environment Committee at its meeting held 1997 January 20 appointed Danielle Marchese to serve on the Keep Hamilton Clean Committee for a term to expire 1999 December 31 and Frank Westaway to serve on the Keep Hamilton Clean Committee for a term to expire 1998 December 31.

(b) **Rescinding Council Resolution for the Construction of a Reinformed Concrete Liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue**

The Committee was in receipt of a report dated 1997 January 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That Section 32 of the Fourteenth Report of the Transport and Environment Committee for 1993 approved by Council on 1993 November 9, respecting the issuance of a purchase order to Harm Schilthuis and Sons Limited for the construction of a reinforced concrete liner for Red Hill Creek, east of Quigley Road and north of Greenhill Avenue be rescinded.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1997 January 20 from the Secretary, Parks and Recreation Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
'96 Nov. 21	Commissioner of Public Works & Traffic	1996 City Construction Program Status and Schedule as of 1996 November 15	1996 November 28
'96 Dec. 5	Ministry of Transportation	Public Consultation Session Detail Design of Highway 6 and Twenty Road Intersection Improvement	1996 December 9
'96 Dec. 12	Hamilton-Wentworth Regional Public Health Department	Henkel Canada, 162 Ward Avenue	1996 December 16
'96 Dec.	Board of Education for the City Hamilton	Appointments to the Transport and Environment Committee	1996 December 17
'96 Dec.	Ontario Good Roads Association	Municipal Roads Bulletin	1997 January 6
'97 Dec. 17	Canadian Soft Drink Association	Municipality Blue Box Program	1997 January 7
'97 Jan. 8	Commissioner of Public Works and Traffic	1997 Street Tree Trimming Programme	1997 January 14

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) **Ferguson Avenue South, between Main and King Streets**

The Committee was in receipt of a report dated 1996 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the City acquire, at an estimated cost of $55,000, for highway purposes from Canada Lands Company Limited a parcel of land that has been leased to the City by Canadian National Railways since 1917 for the portion of Ferguson Avenue South between King Street and Main Street; and,

(b) That the Director of Property be authorized and directed to negotiate the said purchase from Canada Lands Company Limited for recommendation to Council; and,

(c) That the Finance and Administration Committee be requested to recommend a method of financing the proposed purchase.

(b) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1996 December 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

Item		Maximum Charge per Metre of Frontage Existing 1996	Proposed 1997
(i)	Curb Only	$ 79.00	$ 63.00
(ii)	Sidewalks Only	$101.00	$ 98.00
(iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	$151.00	$135.00
(iv)	Roadway Only	$260.00	$245.00
(v)	Alleys	$107.00	$111.00
(vi)	Roadway and Curbs only (Industrial Subdivisions)	$349.00	$329.00

(b) That the Commissioner of Public Works and Traffic be authorized and directed to amend the Local Improvement By-law.

(c) **Intersection of Chesley Street and Chester Avenue Intersection Control**

The Committee was in receipt of a report dated 1996 December 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of Alderman D'Amico, the Committee agreed to table this item in order that a delegation can appear at a future meeting.

(d) **Blue Box Pick-up - Information Report**

The Committee was in receipt of an Information Report dated 1997 January 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee agreed that the item be received.

4. ALDERMAN Wm. McCULLOCH

Parking Tickets - Enforcement in Certain Areas

The Committee was in receipt of correspondence dated 1996 October 28 form Alderman McCulloch respecting the subject matter.

Following discussion, the Committee directed that the Commissioner of Public Works and Traffic prepare a report on the matter for the next meeting.

5. OTHER BUSINESS

(a) Alderman Agro questioned the financial implications associated with "scaling back" by-law enforcement on parking control downtown on Saturdays. Mr. Hazel responded that Saturday enforcement is traditionally at a lower staffing level than on weekdays and that actual figures would have to be determined.

(b) Alderman Jackson questioned the financial implication of the Provincial announcement that moving traffic violation fines will be transferred to the municipality. Mr. Hazell reported that preliminary revenue estimates, based on existing police enforcement levels would be in the order of $400,000. annually, however, this figure did not include fines for speeding violations. Staff was requested to keep the committee informed of any developments in relation to this matter.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 January 20th

/mjw

2(b)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 20
File No. TEC-017-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Fairleigh Avenue North between King Street East and Wilson Street - Parking Regulations

RECOMMENDATION:

That a "No Parking, 11:00 a.m. - 3:00 p.m., 3rd Tuesday of each month April to November" regulation be implemented on the west side of Fairleigh Avenue North between King Street East and Wilson Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

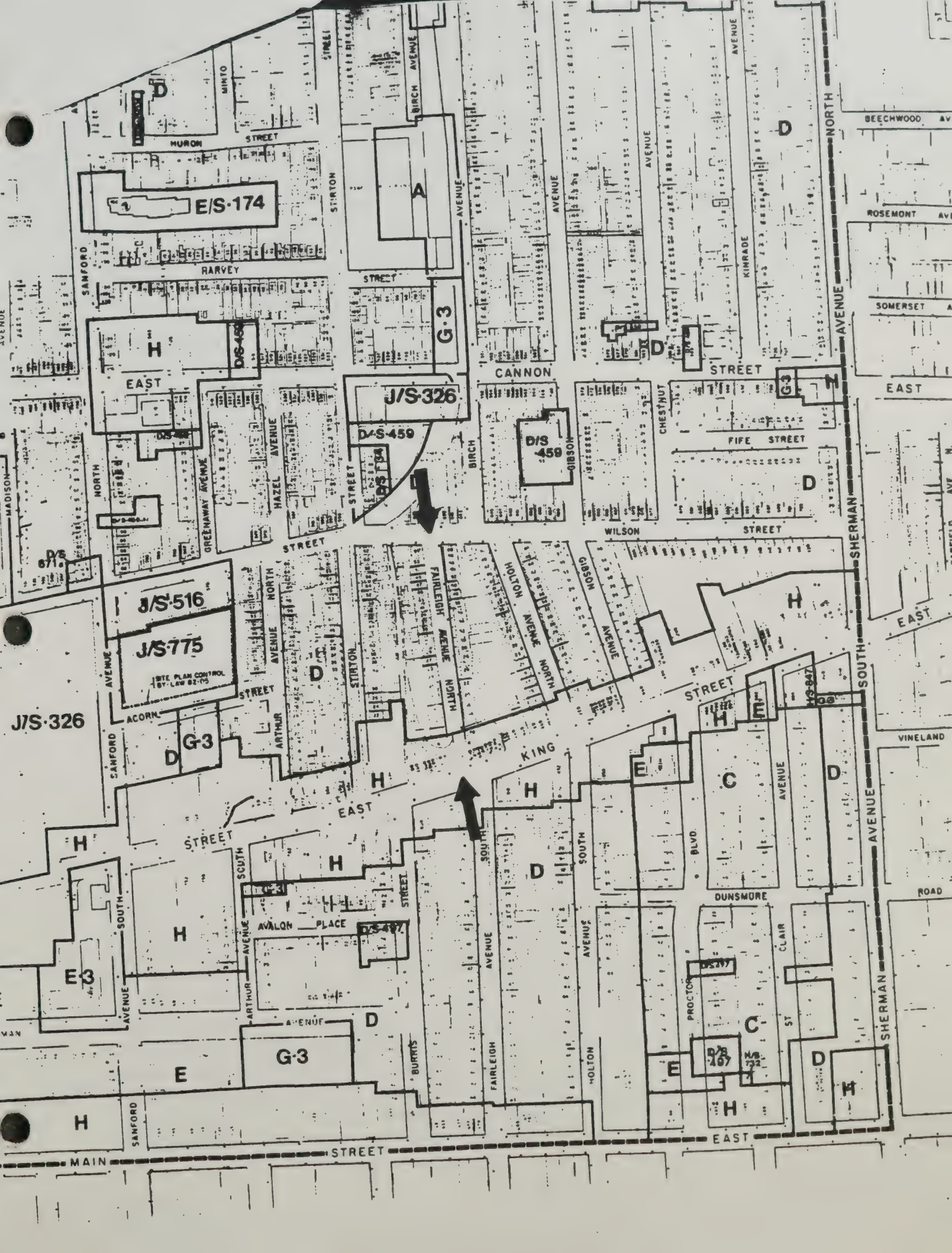
BACKGROUND:

Alderman Don Drury has advised of a request from Mary Schneider, 41 Fairleigh Avenue North, that a permanent part-time parking prohibition be implemented on Fairleigh between King and Wilson to facilitate street cleaning operations on this section of street.

The City Council at its meeting 1996 December 10, approved a request to replace the existing "Alternate Side Parking" regulation with a "No Parking Anytime" regulation on the east side and unrestricted parking on the west side of Fairleigh between King and Wilson. The signs were changed shortly thereafter. Ms. Schneider has since expressed concern that the recently implemented changes do not facilitate street cleaning operations on a regular basis.

Staff has reviewed this request and has concluded that a permanent part-time parking prohibition for four hours per month would allow staff to conduct street cleaning operations on a regular basis. Therefore, staff concurs with this request. Alderman Don Drury has also advised that he supports this request.

CVB/MBH/smg


HURON STREET
E/S-174
HARVEY
SANFORD AVENUE
STIRTON AVENUE
BIRCH AVENUE
MINTO STREET
A
G-3
J/S-326
D/S-459
CANNON STREET
EAST
NORTH SHERMAN AVENUE
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
KINRADE AVENUE
CHESTNUT AVENUE
GIBSON AVENUE
FIFE STREET
WILSON STREET
HAZEL AVENUE
GREENAWAY AVENUE
MADISON AVENUE
NORTH STREET
D/S 671
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-35
ACORN AVENUE
ARTHUR AVENUE
FAIRLEIGH AVENUE
HOLTON AVENUE
HARRIS AVENUE
SOUTH STREET
KING STREET
VINELAND ROAD
DUNSMORE BLVD
AVALON PLACE
D/S 497
CLAIR AVENUE
PROCTOR AVENUE
BURRIS AVENUE
MAIN STREET

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 24
File No. TEC-23-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at 107 St. Joseph's Drive
- Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of St. Joseph's Drive commencing at a point 332 feet east of John Street South and extending to a point 30 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Goodwill, 107 St. Joseph's Drive, President of Hillview Terrace Apartments requesting that a "No Parking" regulation be implemented on the north side of the street directly in front of the doors of the building to facilitate loading and unloading of passengers.

St. Joseph's has a 24-foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and a "No Parking" driveway clearance on the north side of the street in this area. The implementation of the requested regulation will result in the loss of approximately two on-street parking spaces. However, since parking is permitted on the north side for the remainder of the block, staff does not anticipate any parking difficulties for area residents, and concurs with the request.

CVB/MBH/smg


HAYMARKET STREET
AUGUSTA
YOUNG
STREET
SOUTH
CR-2/S-572a&b
E-3/S-601
J/S-409
DE-3/S-970
E/S-136
C/S-154a
CHARLTON
AVENUE
FOREST
EAST
WALNUT
CATHARINE
HUGHSON
JOHN
JAMES
ARKLEDUN
DRIVE
JOLLEY
CLAREMONT
ACCESS
CONCESSION
FREEMAN
PLACE
ROCKWOOD
LOUISA AVE
KINGSWAY
ST. JOSEPH'S
FOSTER ST
BELVIDERE
KELSO ST
BULL'S LANE
PRIVATE
RAILWAY

Z(BX)(X(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 21
File No. TEC-18-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Coronation Avenue, west of Parkdale Avenue South - Parking Regulations

RECOMMENDATION:

That a "No Parking, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Coronation Avenue commencing at Parkdale Avenue South and extending to a point 88 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

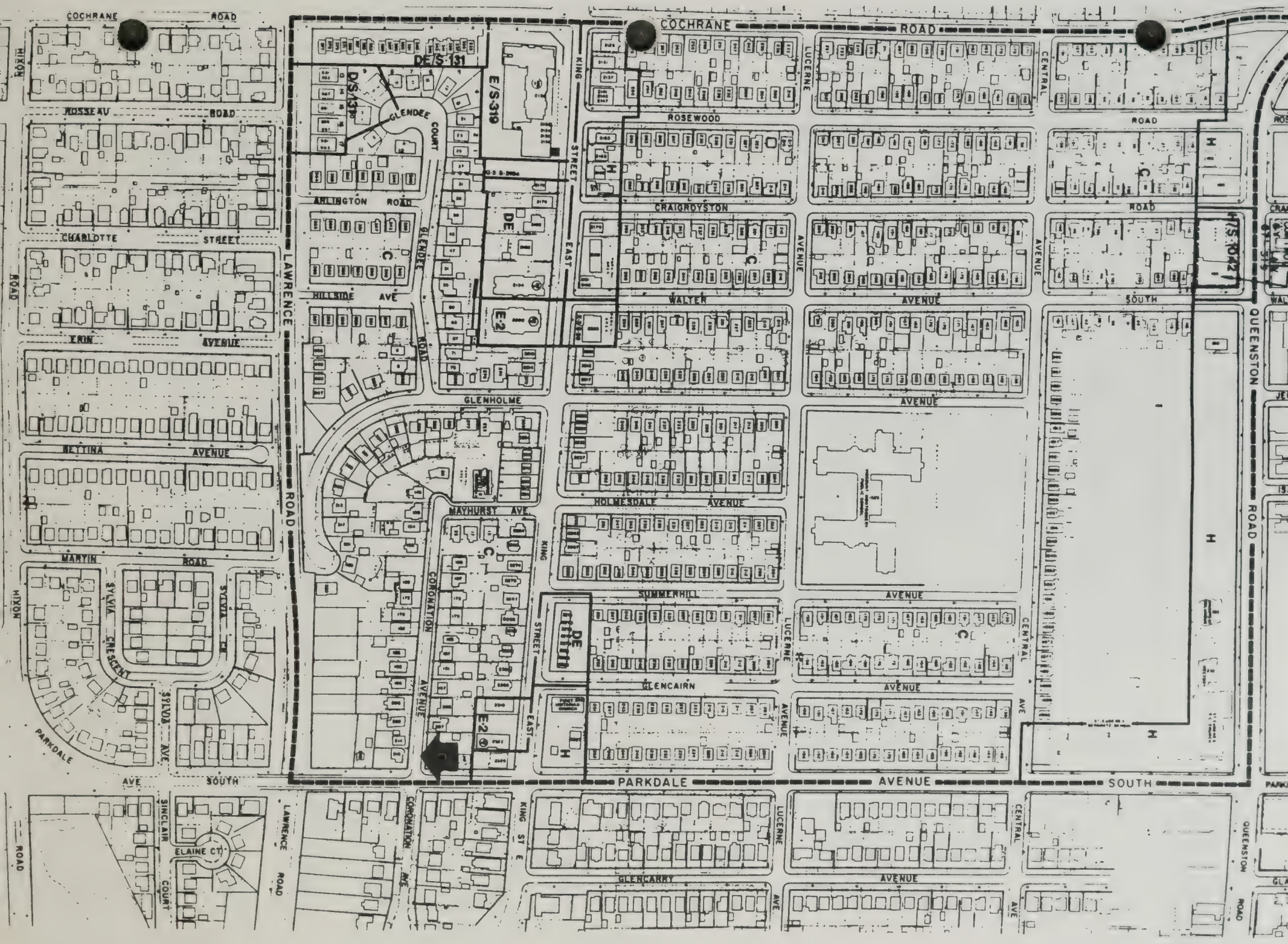
BACKGROUND:

Staff has received a request from Mrs. Schoeneberg, 218 Coronation Avenue, that a "No Parking, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Coronation, west of Parkdale and directly in front of her property. Mrs. Schoeneberg expressed concern regarding long-term non-resident parking by students of an area hairstyling school.

Coronation has a 29 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block.

The implementation of the requested regulation would facilitate turning movements at the intersection of Parkdale and Coronation. It would also result in a loss of two on-street parking spaces during weekdays and may result in parking being transferred further west in the block in front of other residents' homes. However, since this area will be available for parking after 4:00 p.m. on weekdays and all day on weekends, and since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


COCHRANE ROAD
ROSSEAU ROAD
CHARLOTTE STREET
ERIN AVENUE
BETTINA AVENUE
MARTIN ROAD
PARKDALE AVE SOUTH
SINCLAIR COURT
ELAINE CT
LAWRENCE ROAD
MIXON ROAD
SYLVIA CRESCENT
SYLVIA AVE
GLENDEE COURT
ARLINGTON ROAD
HILLSIDE AVE
GLENHOLME AVENUE
MAYHURST AVE
CORONATION AVENUE
KING STREET EAST
KING ST E
ROSEWOOD AVENUE
CRAIGROYSTON AVENUE
WALTER AVENUE
HOLMESDALE AVENUE
SUMMERHILL AVENUE
GLENCAIRN AVENUE
GLENCARRY AVE
LUCERNE ROAD
CENTRAL AVENUE
QUEENSTON ROAD
PARKDALE AVENUE SOUTH
DE/S-131
DE/S-137
E/S-319
DE
E2
H
C

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 17
File No. TEC-016-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rennie Street between Parkdale Avenue North and Woodward Avenue - Parking Regulations

RECOMMENDATION:

(a) That the existing "No Parking" regulation on the north side of Rennie Street between Parkdale Avenue North and Woodward Avenue be revised to allow unrestricted parking on the north side from a point 54 feet east of Tate Avenue to a point 94 feet easterly therefrom; and

(b) That a "No Stopping" regulation be implemented on the north side of Rennie Street commencing at Tate Avenue and extending to a point 54 feet easterly therefrom; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

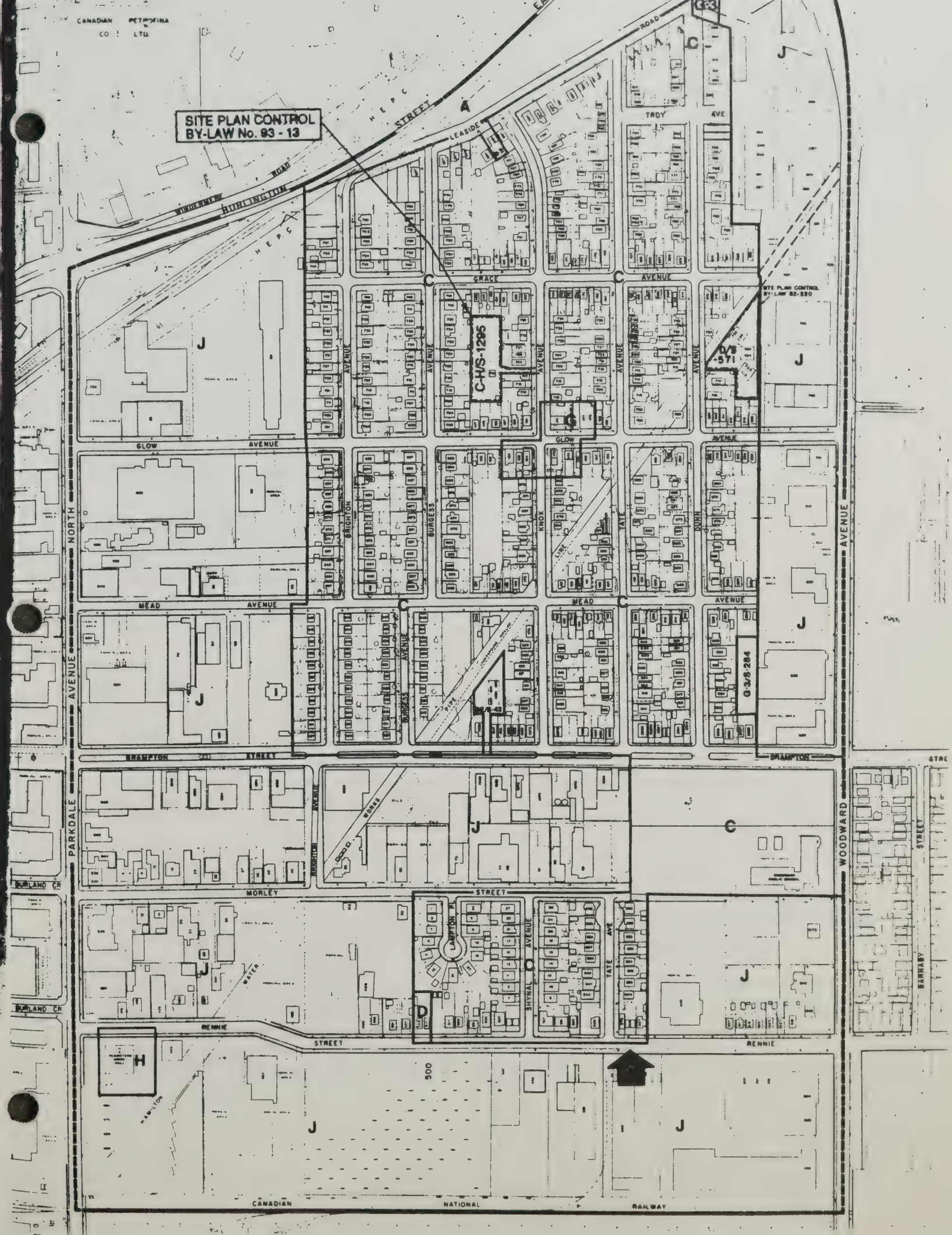
Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Bob Matthews, 587 Rennie Street, that parking be permitted on the north side of Rennie in front of his home.

Rennie has a 39 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this area. The "No Parking" regulation on the north side was implemented in 1967 as a result of residents' concerns of lack of visibility when exiting their driveways. There are three residential properties abutting the north side and a warehousing business abutting the south side of the street in this area. Staff has contacted a representative from the two other abutting residential properties and has been advised that they support the request to allow unrestricted parking in this area. However, Mrs. Humphrey, 579 Rennie Street, has requested that a corner clearance be maintained adjacent to her property. The removal of the subject "No Parking" regulation in front of Nos. 583 and 587 Rennie Street only will restore three unrestricted on-street parking spaces to the north side of Rennie in this area. Therefore, since all three abutting residents are in favour of these changes, and since staff has no serious objections, staff concurs with the request.

CVB/MBH/kg


SITE PLAN CONTROL
BY-LAW No. 93 - 13
CANADIAN PETROFINA CO. LTD.
HEPC
LEASIDE ROAD
BURLINGTON STREET
TROY AVE
GRACE AVENUE
GLOW AVENUE
MEAD AVENUE
BRAMPTON STREET
MORLEY STREET
RENNIE STREET
NORTH SHERIDAN AVENUE
PARKDALE AVENUE
WOODWARD AVENUE
BRIGHTON AVENUE
BURGESS AVENUE
KNOX AVENUE
TATE AVENUE
DUNN AVENUE
BRYHAL AVENUE
CHS-1295
0-38-284
SITE PLAN CONTROL BY-LAW 82-220
CANADIAN NATIONAL RAILWAY

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 15
File No. TEC-015-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper Gage Avenue at Terni Boulevard/Cadham Boulevard
- Intersection Control

RECOMMENDATION:

That eastbound and westbound traffic on Terni Boulevard/Cadham Boulevard be required to stop for southbound traffic on Upper Gage Avenue and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Mark Waldram, 15 Cadham Boulevard, that stop control be implemented at the intersection of Upper Gage and Terni/Cadham. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Generally, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. However, in the near future, Upper Gage will be extended southerly resulting in the subject intersection becoming a four-leg intersection. Therefore, staff recommends that eastbound and westbound traffic on Terni/Cadham be required to stop for southbound traffic on Upper Gage.

CVB MBH
CVB/MBH/smg

RYMAL ROAD
UPPER GAGE AVENUE
E-2/S-1180
E-2
E-2
AA
C
DENBY STREET
DRIVE
RT-10/S-942
RT-10
C
RT-10
GRAYROCKS AVENUE
BROUGHTON AVENUE
OSSINGTON
R-4
AVENUE
PLACE
AA
C
ASHRIDGE
TERNI BLVD.
CADHAM BOULEVARD
RT-20/S-1126
RT-10
BROUGHTON
PIPELINE EASEMENT
TRANS CANADA
CHARNWOOD COURT
HARTLEIGH COURT
C
BEAVERBROOK
R-4
AVENUE

2(b)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 21
File No. TEC-019-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bozdech Steam Baths, 12 Holton Avenue North - Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application of Karel Bozdech, owner of Bozdech Steam Baths, 12 Holton Avenue North, to execute a new boulevard parking agreement be approved, provided that:

i) the applicant discharges the existing commercial boulevard parking agreement registered as Instrument No.436170 C.D. at the property owner's expense; and

ii) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14; and,

iii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14; and,

iv) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

v) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

vi) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

vii) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $168.01 per year.

BACKGROUND:

Karel Bozdech, owner of Bozdech Steam Baths, 12 Holton Avenue North has applied for permission to discharge an existing commercial boulevard parking agreement and execute a new agreement to allow three vehicles to be parked on the east boulevard of Holton Avenue North in front of his business. The existing agreement permits only one vehicle to be parked on the boulevard.

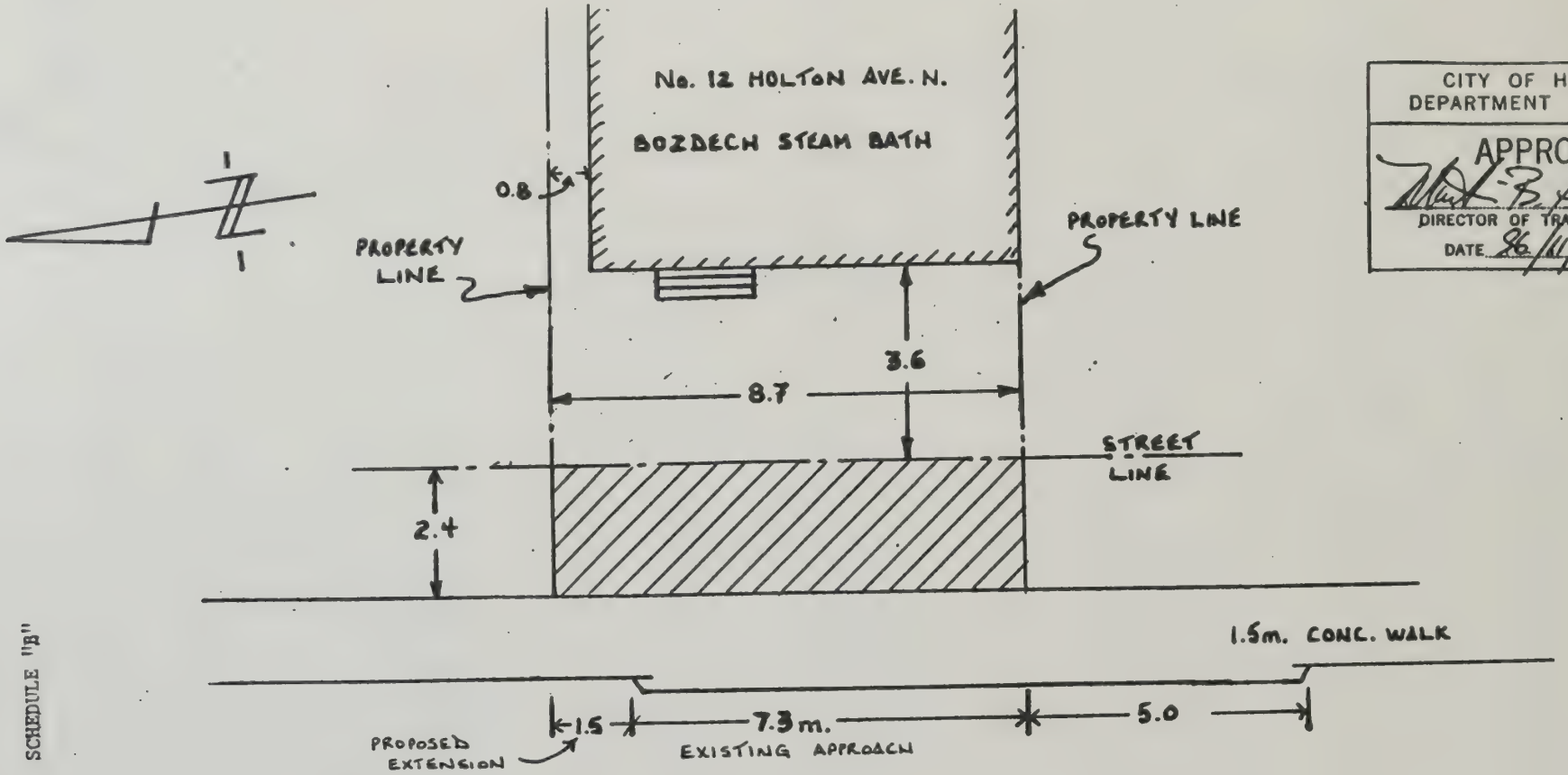
The application has been reviewed by the Traffic Division, and it has been determined that two additional boulevard parking spaces in this area would be satisfactory provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a new completed agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $498.63 which represents the first annual leasing fee ($169.07 including G.S.T.) and encroachment insurance ($10.00), as well as the one-time discharge fee ($50.00), registration fee ($50.00) and one-time processing fee ($219.56 including G.S.T.).

CVB/MBH/smg

c.c. P. Noé Johnson, City Solicitor, Law Department

SCHEDULE "B"



CITY OF HAMILTON
DEPARTMENT OF TRAFFIC
APPROVED
DIRECTOR OF TRAFFIC SERVICES
DATE 86/11/21

HOLTON AVENUE NORTH

ONE-WAY

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD-SURFACED)

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE: 1:100 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
File No. TEC-020-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robert Street between James Street North and Hughson Street North - Parking Meter Duration

RECOMMENDATION:

That the existing parking meters on both sides of Robert Street between James Street North and Hughson Street North be changed from one hour to two hours in duration and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

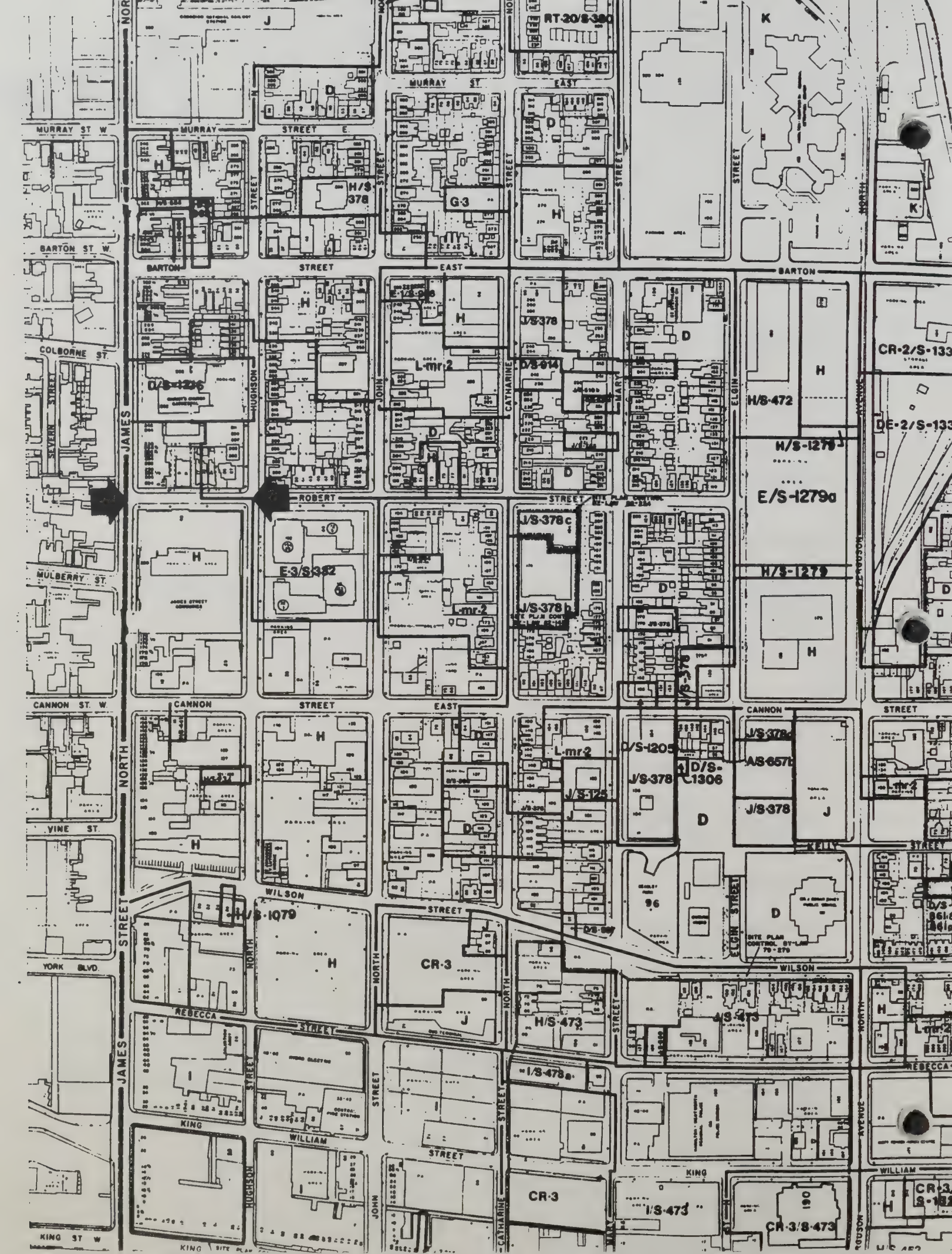
The Hamilton Parking Authority has advised that sufficient funds and equipment are available to change the parking meter duration in this block.

BACKGROUND:

Alderman Vince Agro has forwarded a request from Pat Musitano, owner of The Gathering Spot, 224 James Street North to change the parking meter duration on Robert between James and Hughson from one hour to two hours. Presently, the meters in this block have a one-hour duration.

There is one other commercial business abutting this section of Robert and staff has contacted the owner, Mr. J. Alves, Arvito Supermarket, 9 Robert Street, who advised that he supports the request to extend the duration of the parking meters to two hours. Therefore, staff concur with this request.

CVB/MBH/smg


MURRAY ST W
MURRAY
STREET
BARTON ST W
BARTON
COLBORNE ST
SEVERN
JAMES
NORTH
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
EAST
ROBERT
MULBERRY ST
CANNON ST W
CANNON
VINE ST
WILSON
YORK BLVD
REBECCA
KING
KING ST W
WILLIAM
KELLY
BARTON
CANNON
H/S 378
G-3
H
D
J/S-378
D/S-614
L-mr2
D/S-1236
E-3/S-382
J/S-378c
J/S-378d
H/S-472
H/S-1279
E/S-1279a
D/S-1205
D/S-1306
A/S-657b
J/S-125
H/S-1079
CR-3
H/S-473
A/S-473
I/S-473a
I/S-473
CR-3/S-473
190
96
CR-2/S-133
DE-2/S-133

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 21
File No. TEC-022-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 343 Hunter Street West
Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application of Henry and Anna Petz, owner of the five-unit apartment at 343 Hunter Street West, to execute a commercial boulevard parking agreement be approved, provided that:

i) the applicant discharges the existing residential boulevard parking agreement registered as Instrument No.34351 C.D. at the property owner's expense; and

ii) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14; and,

iii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14; and,

iv) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

v) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

vi) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

D. Lobo

vii) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $134.80 per year.

BACKGROUND:

Henry Petz, owner of the five-unit apartment building at 343 Hunter Street West has applied for permission to discharge an existing residential boulevard parking agreement and execute a new commercial boulevard parking agreement to allow vehicles to be parked on the south boulevard of Hunter Street West in front of this apartment building.

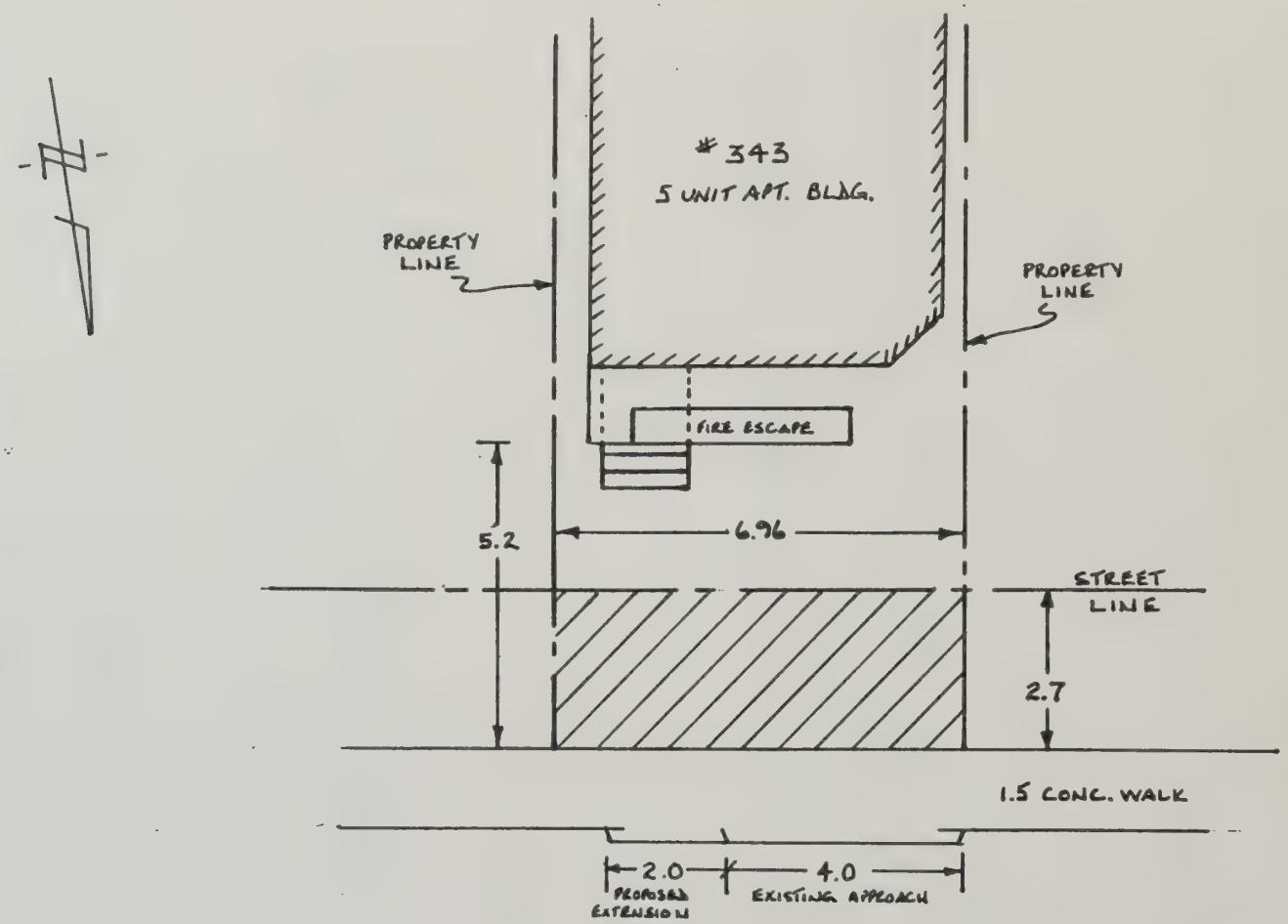
This building was previously used as a two-family dwelling, and parking on the city boulevard was controlled via a residential boulevard parking agreement. However, this building has since been converted to a five-unit apartment building, such that it now falls under the commercial boulevard parking program.

The applicant has forwarded a completed commercial boulevard parking agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $463.10 which represents the first annual leasing fee ($133.54 including G.S.T.) and encroachment insurance ($10.00), as well as the one-time discharge fee ($50.00), registration fee ($50.00) and one-time processing fee ($219.56 including G.S.T.).

CVB/MBH/smg

c.c. P. Noé Johnson, City Solicitor, Law Department

SCHEDULE "B"



HUNTER STREET WEST

CITY OF HAMILTON
DEPARTMENT OF TRAFFIC
APPROVED
DIRECTOR OF TRAFFIC SERVICES
DATE 96/12/06

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD - SURFACED)

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE: 1: 100 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(b)(iii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 28
File No. TEC-025-97 Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cannon Street East and Lottridge Street - School Crossing Guard Request

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Lottridge Street during the morning and evening school crossing periods only; and

b) That said assignment be subject to the approval of an expansion package totalling approximately $4,000, plus administrative costs, which will be presented during the 1997 current budget deliberations.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase cannot be accommodated within the current (1997) School Crossing Guard Program maintenance budget. However, an expansion package has been prepared for presentation to Committee as part of the 1997 current budget process.

BACKGROUND:

Staff have been contacted by a Mrs. Bell, 20 Flatt Street, with concerns relating to children crossing both Cannon Street East and Lottridge Street and the need for a School Crossing Guard.

Staff undertook studies at the intersection on 1997 January 13 and 14. It was determined that there are approximately 200 crossings of Cannon and 150 crossings of Lottridge by children during the two crossing periods. The traffic signal at this location alternates the right-of-way such that pedestrians should have adequate opportunity to cross the roadway. However, staff have noted that there are behavioral problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and /or stopping for the traffic signal. In addition, there were occasions when the children were crossing both roadways incorrectly. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Cannon and Lottridge during the morning and evening school crossing periods.

ERA/MBH/smg

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 30

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW97.1038)**

RECOMMENDATION:

That the appropriate By-law to amend By-Law No. 10605 respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On January 28, 1997 City Council, in adopting Item 19 of the 1st Report of the Transport and Environment Committee, authorized the Commissioner of Public Works and Traffic to prepare the attached By-law respecting revised costs to the Corporation for the installation of local improvements.

D. Lobo

RPM/rb

c.c. L. Farr, Law Department
c.c. A. Ross, City Treasurer

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

To Amend:

Local Improvement By-Law No. 10605

Respecting:

REVISED COSTS TO THE CORPORATION FOR THE INSTALLATION OF LOCAL IMPROVEMENTS

WHEREAS By-Law No. 10605, passed on the 15th day of December, 1964, as amended by By-Laws Nos. 67-150, 73-72, 80-127, 80-156, 82-40, 83-75, 84-41, 85-70, 86-78, 88-096, 89-76, 90-49, 91-16, 92-102, 93-002, 94-002 and 96-057 provides for the undertaking of local improvements in accordance with the Local Improvement Act;

AND WHEREAS subsection 4a of section 13 of said By-Law No. 10605, as amended, provides for the local improvement rates to be charged against abutting lands for work done under the Local Improvement Act;

AND WHEREAS By-Law No. 96-057, passed on the 9th day of April, 1996 repealed subsection 4a of section 13 to By-Law No. 10605, as amended, and re-enacted a new subsection 4a to section 13 to provide for increased maximum local improvement rates, chargeable on a per metre frontage basis against abutting lands for work done under the Local Improvement Act;

AND WHEREAS City Council, on January 28, 1997, in adopting Item 19 of the 1st Report of the Transport and Environment Committee directed that the maximum local improvement charges per metre of frontage be increased as hereinafter provided;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Subsection 4a of section 13 of By-Law No. 10605, as re-enacted by By-Law No. 96-057, is repealed and the following substituted therefore:

   (4a) The chargeable amount per metre frontage referred to in clause (a) of subsection 4 shall be as follows:

   1. For curbs only at the rate of $63.00 per metre frontage.

   2. For sidewalks only at the rate of $98.00 per metre frontage.

   3. For sidewalks and independent curbs or combined sidewalks and curbs, at the rate of $135.00 per metre frontage.

   4. For roadway only, at the rate of $245.00 per metre frontage.

   5. For alleys, at the rate of $111.00 per metre frontage.

   6. For roadway and curbs only in industrial subdivisions, at the rate of $329.00 per metre frontage.

2. In all other respects By-Law No. 10605, as amended, is hereby confirmed, unchanged.

PASSED this day of A.D. 1997.

CITY CLERK MAYOR

(1997) 1 R.T.E.C. 19, January 28

2(BXivXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
S718-79 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-97-11)

RECOMMENDATION:

a) The the following City land be incorporated into the following streets:

Acadia Drive	Block 53, 58 & 59	Plan 62M-743

b) That the By-Law to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Block 53, 58 & 59	N/A	Provide legal access to Rymal Estates Phase 4	S-718-79

sk:GM/KML
cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

2(b)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
T103 50 (1286) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Temporary Encroachment Agreement
Vansitmart Avenue (R-97-05)

RECOMMENDATION:

That the applicant of The Ministry of Environment and Energy, to maintain the encroachment of an Air Quality Station, encroaching by approximately 3m x 2.5m over the road allowance of Vansitmart Avenue, be approved, during the pleasure of Council, provided that The Ministry provide proof of $2,000,000 public liability insurance, naming the City and Region as added insured parties, saving the City and Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

cont'd...

Temporary Encroachment Agreement
173 Vansitmart Avenue

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application for an Encroachment with the city has been received from The Ministry of Environment and Energy. The applicant is requesting permission to erect and maintain, an Air Quality Station over the Vansitmart Avenue road allowance measuring 3m x 2.5m. In July 1994 to September 1995, this site was used to monitor air quality in the area, in response to local complaints. A trailer was used by the Ministry to gather data on suspected industrial fallout. This time, however, they will be erecting a temporary structure, for approximately one year. They would like to monitor an emission control program instituted by a suspected industrial source of fallout. Re-establishing the Air Quality Station would allow the Ministry to track the success of the program.

In December of 1996, our staff visited the proposed site, and met with the Ministry of Environment and Energy to discuss the ramifications of the encroachment. Staff also discussed this matter with the ward aldermen. We were satisfied with the results of these meetings and have no objections approving this encroachment.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. We have reviewed this application and find no objection and we recommend waiving the agreement registration and annual fee.

The proposed roadway encumbrance may be permitted subject to adequate insurance being in place.

JKC:mg

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 22
T103 51 J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: Encroachment Agreements (R-97-04)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as in Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill
Senior Director
Roads Division

Cont...

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC.

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 February 11

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
East Avenue North	249 East Avenue North	Feliks and Wanda Rodojewski	Landscaping measuring 13.1m x 4.571m	$138/$20	T103 50 (1271)
Augusta Street	121 Augusta Street	The Community Adolescent Network of Hamilton	Trees/shrubs onto the road allowance	$138/$20	T103 50 (1219)
Mary Street	301 Mary Street	Mary Jazvac	Veranda measuring .36m X 9.14m	$138/$20	T103 50 (1267)
Bay Street	260 Bay Street North	Marco and Horacio Duarte	Concrete steps measuring 0.146m X 0.91m	$138/$20	T103 50 (1249)
Bay Street & Strachan Street	325 Bay Street North	Rod Stiles	portion of building measuring 14m x 0.5m on Bay St and 6.5m x 2m on Strachan St	$138/$20	T103 50 (1288)

2(B)(iv)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
S726-212, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997 Servicing Expenditures Related to Subdivisions (R-97-09)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner for the estimated costs of services in:

City of Hamilton Land Severance Applications B-96:2 and B-96:3

City's Share, $ - NIL -, Owner's Share, $45,675.57

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner of the lands under the City of Hamilton Land Severance Applications B-96:2 and B-96:3, as well as any other related documents for this development subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the necessary deeds have been endorsed.

Cont'd...

d) That in the event that the Owner wishes to proceed prior to the endorsement of their deeds and Modified Subdivision Agreement being registered, the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
Public Works and Traffic

for **J.D. Thoms**
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is no City share associated with the cost of installation of City services for this development.

BACKGROUND:

The developer of the subject lands has made applications to the City of Hamilton Committee of Adjustment for land severances. The Committee of Adjustment granted the severance applications subject to certain conditions. One of the conditions of approval, was that the Owner, John Celani, enter into a Modified Subdivision Agreement with the City of Hamilton.

Two (2) single family lots will be created by the subject applications. These lands are located on Colin Crescent adjacent to the Red Hill Creek Expressway in the Jerome Planning Neighbourhood.

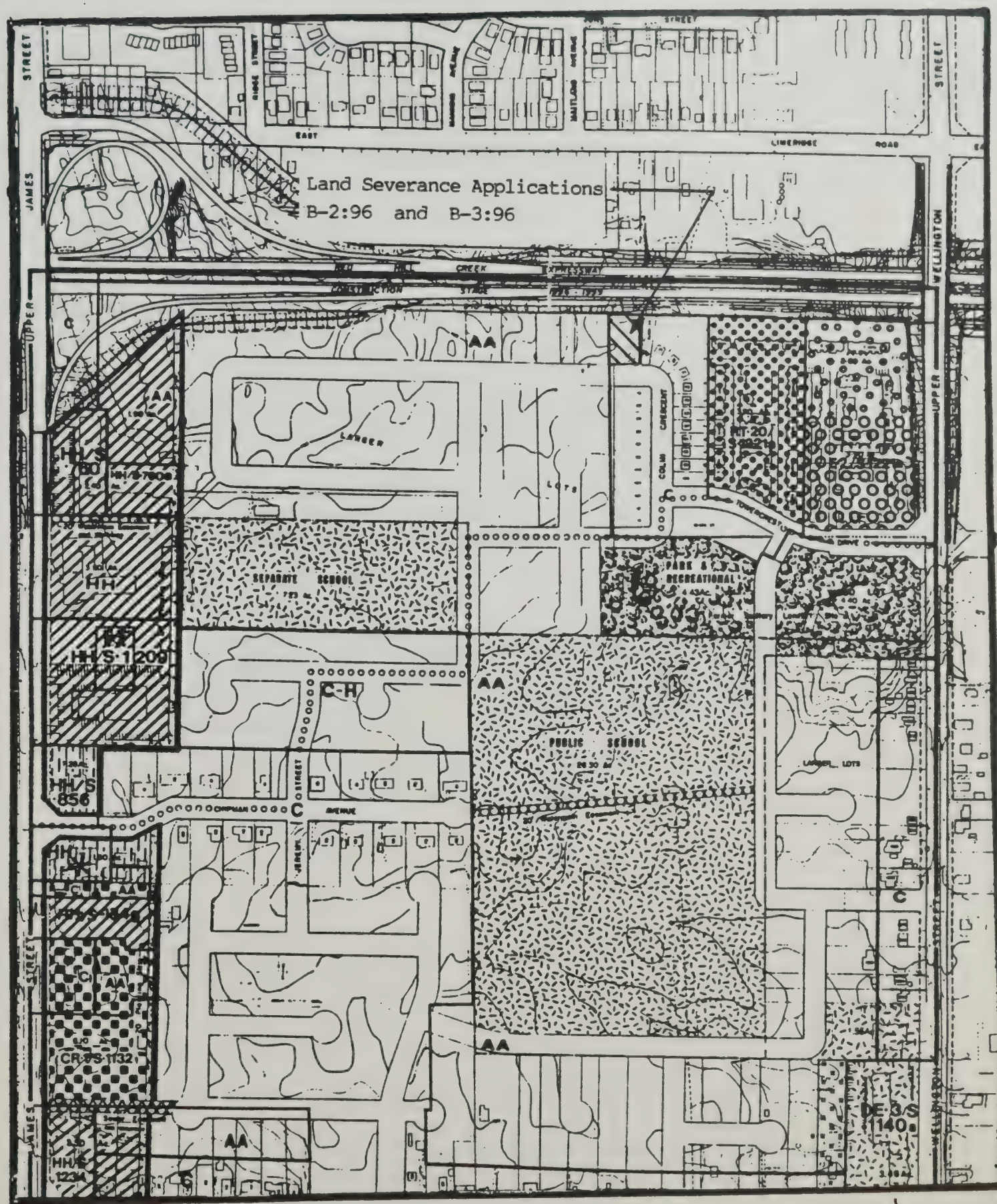
An estimate of costs have been calculated in accordance with current City costs sharing policy and there will be no City share for this development.

MPS
(Attach.)

cc: Regional Environment Department Att: J. Thoms
cc: City Treasury Department Att: D. Cobb
cc: Finance and Administration Att: Alderman B. Charters, Chairman
Att: S. Reeder, Secretary

1997 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: RECOVERABLE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
LAND SEVERANCE APPLICATIONS B-96:2 AND B-96:3 JOHN CELANI A.J. CLARKE & ASSOCIATES LTD. S726-212, M.P. SABELLI, C.E.T.	2 LOTS COLIN CRESC. HAMILTON	JULY 31, 1997	Catch Basins & Connections	$0.00	$0.00	$0.00	$12,734.40	$12,734.40
			Curbs & Sidewalks	$0.00	$0.00	$0.00	$3,467.85	$3,467.85
			Finished Roads	$0.00	$0.00	$0.00	$23,831.52	$23,831.52
			Sewers & Watermains	$0.00	$0.00	$0.00	$0.00	$0.00
			Seeding/Sodding	$0.00	$0.00	$0.00	$745.20	$745.20
			Street Lighting	$0.00	$0.00	$0.00	$1,500.00	$1,500.00
			Dead End Barricades	$0.00	$0.00	$0.00	$2,046.60	$2,046.60
			Replace S.I.B.'s	$0.00	$0.00	$0.00	$800.00	$800.00
			Tree Planting	$0.00	$0.00	$0.00	$550.00	$550.00
TOTALS:				$0.00	$0.00	$0.00	$45,675.57	$45,675.57



JEROME

KEY PLAN

NTS

APPROVED PLAN

2(B)(iv)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 23
E205-05, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: City of Hamilton's "Flat Rate Fee"
For the Recovery of Servicing Costs
Associated with 0.30 Metre Reserves (97-06)

RECOMMENDATION:

a) i. That the City's "Flat Rate Fee" for the recovery of outstanding City of Hamilton municipal servicing costs along 0.30 metre reserves, be adjusted from the present rate of $ 300.00 per metre of property frontage and/or flankage to **$ 330.00** per metre of property frontage and/or flankage for 1997.

ii. That the revised "Flat Rate Fee" be applied to all costs recovered in 1997 along 0.30 metre reserves after adoption of the proposed rate in Item a)i. above.

D. Lobo
Commissioner
Public Works and Traffic

for J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's "Flat Rate Fee" is reviewed on a yearly basis in order to ensure that monies recovered by the City reflect current costs paid by the City in the previous year to construct road works in various subdivisions. If the rate was not reviewed on a yearly basis it could result in a loss of revenue to the City if the City recovered money at a lower rate than current construction prices.

Cont'd...

City of Hamilton's "Flat Rate Fee" For the Recovery of Servicing Costs Associated with 0.30 Metre Reserves (97-06)

Cont'd...

BACKGROUND:

City Council adopted the "Flat Rate Fee" concept in October 1986. The fee was established for the recovery of costs associated with municipal services installed adjacent to 0.30 metre reserves. These services are mainly constructed by private development (Subdividers) and the costs are sometimes shared by the City in accordance with City cost sharing policies. The City's share is recovered through the mechanism of 0.30 reserves using the "Flat Rate Fee" to determine the amount to be recovered.

The "Flat Rate Fee" is intended to reflect the average costs for City of Hamilton municipal services installed on streets adjacent to 0.30 metre reserves owned by the City. When land owners abutting the reserve develop by way of plan of subdivision/condominium or land severance, the flat rate is applied to the appropriate frontage and/or flankage and monies are recovered by the City for the services prior to removal or the reserve and final approval of the development.

The "Flat Rate Fee" is compiled by calculating the actual construction cost for catch basins and connections, inlet chambers, sidewalks, curbs and subdrains, finished roadways, street lighting, street name signs and dead-end barricades during the previous year. Excluded from the "Flat Rate Fee" are costs paid by the City for the portion of a road which is wider and deeper than a standard local roadway. This portion of the road, by definition, is considered "oversized" and costs paid by the City towards oversizing are non-recoverable.

An analysis of ten (10) subdivisions constructed in Hamilton during 1996 revealed that the cost of services have increased from the rate in 1996. Staff have also conducted a review of all Regional contracts constructed in 1996. From that review, it was determined that the average cost of roadway construction on a per metre of property frontage basis was $ 331.02.

Therefore, it is being recommended that the current "Flat Rate Fee" be increased to **$ 330.00** per metre of property frontage and/or flankage to reflect current costs. This represents an increase of $ 30.00 per metre from the current rate of $ 300.00 per metre used in 1996 and is the only increase of the City's "Flat Rate Fee" in two years.

MJI:

cc: S. Reeder, Finance and Administration Committee
cc: A. Ross, City Treasury Department, Att: N. Adhya

Calculation of Average Cost/Metre of City Services -- 1996

Subdivision	Total Frontage In Metres	Catch Basins & Connections ($/m) Frontage	Sidewalks ($/m) Frontage	Subdrain & Curbs Frontage	Finished Roads ($/m) Frontage	Inlet Chambers ($/m) Frontage	Dead-End Barricades ($/m) Frontage	Street Lights ($/m) Frontage	Street Signs ($/m) Frontage	Total Cost ($/m) Frontage
Allison Estates Phase 1, Stage 2	204.84	$37.33	$57.19	$39.86	$155.02	$3.02	$0.00	$14.65	$0.19	$307.25
Arrowhead Heights of Rymal - Phase 1	152.237	$23.68	$60.76	$50.74	$167.44	$83.10	$7.69	$9.85	$0.25	$403.52
Claudette Gardens Phase 7	182.020	$38.47	$28.37	$60.35	$213.12	$5.79	$0.00	$16.48	$0.21	$362.80
Claudette Gardens Phase 8	160.800	$44.44	$28.57	$49.74	$160.59	$0.00	$0.00	$18.66	$0.24	$302.23
Eleanor Heights Addition Phase 2	140.060	$42.14	$33.68	$47.48	$185.33	$18.37	$15.20	$21.42	$0.27	$363.89
Gagliano Gardens Addition	647.740	$29.90	$57.99	$45.83	$159.93	$4.05	$9.00	$20.84	$0.12	$327.65
Kently Lane	523.350	$41.24	$57.30	$42.30	$147.98	$0.00	$0.00	$14.33	$0.15	$303.30
Rymal Square Estates Phase 6	489.77	$30.46	$58.31	$40.56	$157.45	$10.17	$4.54	$18.38	$0.23	$320.10
San Lorenzo Heights Phase 1	476.28	$25.53	$49.19	$46.66	$159.87	$0.00	$2.33	$18.90	$0.16	$302.63
Wisemount Estates Phase 2	854.350	$47.99	$111.40	$0.00	$172.55	$0.00	$0.00	$15.80	$0.31	$348.05
Avgerage Totals		$36.12	$54.28	$42.35	$167.93	$12.45	$3.88	$16.93	$0.21	$334.14
Avg. Totals excluding highest & lowest										$329.46

FROM 1996 REGIONAL CONTRACTS

Finished Roads	$142.98 per metre of frontage
Sidewalks	$73.80 per metre of frontage
Curbs & Subdrain	$49.78 per metre of frontage
Catchbasins & Connections	$43.44 per metre of frontage
Dead End Barricades	$3.88 per metre of frontage
Street Lighting	$16.93 per metre of frontage
Street Name Signs	$0.21 per metre of frontage
Total	$331.02 per metre of frontage

From 1996 Regional Contracts average cost per metre of frontage = **$331.02**

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 3rd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1997 January 20	Commissioner of Public Works & Traffic	1996 City Construction Program Status and Schedule as of 1997 January 20	1997 January 24

Kevin C. Christenson, Secretary
February 3rd, 1997

URBAN\MUNICIPAL
CA4 ON HBL A05
C51T6
1997

URBAN MUNICIPAL
MAR 3 1997
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 March 3
9:30 o'clock a.m.
Room 233, City Hall

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Public Meeting
   Traffic Patterns in the Downtown Core

   (i) Citizen Two-way Streets Committee
   - Howard Mark, Helen Kirkpatrick and Rick Lintack

   (ii) C.A.A. South Central Region

   (b) Proposed Road Closure:
   Angela Avenue from Scenic Drive Westerly

   (c) Proposed Road Closure:
   Rosslyn Avenue South from King Street East to Main Street East

   (d) By-law to stop-up, close and sell a portion of Gerrard Street

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) **PUBLIC WORKS DIVISION**

   (a) Proposal for Quality Control Testing Services for Hot-In-Place Asphalt Recycling

(b) Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road East from Upper Ottawa Street to Approximately 550 m Easterly (East Limit of 1249 Stone Church Road East) and on the South Side of Stone Church Road East from Upper Ottawa to Dartnall Road

(c) Proposed Pedestrian Lighting - Ottawa Street Between Main and Barton Streets

(ii) **CITY ENGINEER**

Hotz Environmental Services Inc.
Revisiting Application for Amendment for
Waste Disposal Site (Transfer) No. 239 Lottridge Street

4. **CHIEF ADMINISTRATIVE OFFICER DIRECTOR OF PROPERTY**

Offer to Purchase (Highway Closure)
817 Stone Church Road East - Racing Construction Limited
821 Stone Church Road East - Mario Restauri

5. **ALDERMAN V. J. AGRO**

Four Way Stop Control

(a) Wellington Street South and Stinson Street

(b) Jackson Street and Spring Street

6. **ALDERMAN D. WILSON**

Barricade at Mead Avenue and Brighton Avenue (no copy)

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue - Intersection Control	1997 January 20	Ald. F. D'Amico	Delegation to appear

Kevin C. Christenson, Secretary
March 3rd, 1997

City of HAMILTON

1 (a)

NOTICE OF
PUBLIC MEETING
OF
THE TRANSPORT AND
ENVIRONMENT COMMITTEE

RE: Proposal of the Citizen Two-Way Street Committee
to Change the Traffic Pattern in the Downtown Core

Date: **Monday, March 3, 1997**
Time: **9:30 o'clock a.m.**
Location: **Room 233, Second Floor, City Hall**

The Transport and Environment Committee will hold a Public Meeting to consider the proposal of the Citizen Two-Way Street Committee to change the traffic pattern in the Downtown Core. A presentation by representatives of the Citizen Two-Way Street Committee will be followed by an opportunity for public input.

You may submit your comments in writing, indicating either your support or opposition to the proposed two-way road system in the Downtown Core to the following individual as soon as possible:

K. C. Christenson, Secretary
Transport and Environment
Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4

Phone: (905) 546-2728
Fax: (905) 546-2095

HAMILTON
150TH BIRTHDAY
1996

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO:	Kevin Christenson, Secretary Transportation and Environment Committee City Clerk's Department	YOUR FILE:	
FROM:	Tina Agnello, Secretary Planning and Development Committee City Clerk's Department	OUR FILE: PHONE:	(905) 546-2729
SUBJECT:	Traffic Pattern in the Downtown Core	DATE:	1997 January 29

Council at its meeting of 1997 January 28 approved Section 3 of the First Report of the Planning and Development Committee as follows:

3. That the City Council support the initiative to consider a change in the traffic pattern in the Downtown Core, that the report to do so be expedited , and that this resolution be forwarded to the Regional Transportation Services Committee and the Transport and Environment Committee for consideration.

cc. Ald. D. Drury, Chairperson, Planning and Development Committee
Ald. F. D'Amico, Vice-Chairperson, Planning and Development Committee

DISTRIBUTED FOR INFORMATION TO MEMBERS OF TRANSPORT AND ENVIRONMENT COMMITTEE.

95 SEPT 12
DATE SIGNATURE

CITY OF HAMILTON

- INFORMATION -

TRAFFIC DIVISION
RECD SEP 13 1995 FILE

DATE: 1995 September 11

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo, Commissioner
Department of Public Works & Traffic

SUBJECT: One-Way Streets in Hamilton

BACKGROUND:

At it's meeting held 1995 June 19, the Transport and Environment Committee directed staff to prepare an overview of the effectiveness of the one-way street system in Hamilton, particularly on arterial roads and whether two-way streets would reduce traffic speeds in the commercial areas of downtown.

The one-way street system in Hamilton, as with virtually all major cities in Canada, has proven to be a major success in terms of reducing congestion and collisions in the central areas of the City. Statistics and monitoring prove the many advantages of the one-way street system particularly on arterial roads as detailed below:

- Vehicle collisions are reduced in the range of 30% to 50%.
- Pedestrian collisions are reduced in the order of 60% to 80%.
- Vehicles are grouped into distinct platoons followed by very clear gaps through which motorists and pedestrians can cross easily throughout the length of the street (this phenomenon cannot be achieved on two-way streets).
- The number of potential conflicts at all intersections is reduced.
- The capacity of the street is increased by approximately 50%.
- Traffic signals can be coordinated to provide a predetermined progression speed thereby inducing motorists to travel at a safe and reasonable speed.

- Higher capacities are achieved, and this reduces the number of arterial street lanes which must be constructed and maintained to accommodate traffic demands.

The only minor disadvantage to one-way street operation is that it may require some block circling to access certain destinations. However, this is a very minor consideration and inconvenience when all the advantages of one-way operation are taken into account.

One-way streets carry more traffic than two-way streets. Estimates of the advantage typically state a 20-30% increase. Given the degree of congestion now present at rush hours, a change back to two-way operation would cause major congestion at key points in the road network for 2 to 4 hours daily.

A road which can carry five lanes of traffic as a one-way street could only carry four lanes of traffic as a two-way street, a 20% reduction.

Timing of signals on two-way streets cannot be as effective due to mathematical constraints. For safety reasons one-way streets are significantly safer than two-way streets particularly because left turns hinder motorists due to the opposition of oncoming traffic.

In many places in the downtown core, the roadway geometry has been adjusted to best utilize the one-way street pattern. This is evident by intersection corners which have been enlarged and squared off. All these corners would have to be torn up and reconstructed, not to mention the erection of numerous additional traffic signals and signs that would be required.

If the downtown core is heavily congested, there would be a disincentive to come downtown at all. Thus, motorists will avoid heavily congested streets and simply do their driving and shopping elsewhere. The issue is not the speed of traffic through the downtown in front of the shops but the availability of parking and other such issues which influence drivers' decision as to where to shop.

One may point to the example of King Street between Wellington and James as a major commercial district which is regularly congested in the afternoon hours. Converting this street section to two-way would simply make the situation worse. It is difficult to see how conversion to two-way would improve the business climate on this street given that traffic is already moving relatively slowly through this area. Also, on-street parking would likely be eliminated if the street was to be operated two-way.

Converting major streets from one-way to two-way would create severe congestion at major intersections during peak periods, due to the reduced ability of the street system to carry traffic. Travel times for work trips to and from the downtown core would be substantially longer and less efficient in terms of energy consumption.

Two-way streets would lead to substantially increased fuel consumption, greatly increased air pollution and poorer public transit services, all contrary to sustainable community goals.

With regard to the particular concern about the relationship between traffic and shopping, one-way streets are no worse than two-way streets in this regard, and by virtue of making access to the downtown core easier, may in fact be preferable.

The severe negative consequences associated with changing arterial one-way streets to two-way operation suggests that such a change should not be considered except under the most extraordinary conditions.

As the operating department we are always pleased to consider changing conditions with respect to any particular street to determine whether or not one way operation is still appropriate. However, the fundamental advantages will always apply, among them being the enhancement of safety for motorists and pedestrians.

DL:ap

c.c. All Members of City Council

1(a)(i)

Monday, February 24, 1997

Transportation and Environment Committee,
Hamilton City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

Facs: 546-2095
Attention: Kevin Christenson
Secretary,
File: 97022401.tws

Re: Citizen Two-way Streets Committee

Dear Mr. Christenson,

Further to our telephone discussion today please be advised that the Citizen Two-Way Street Committee would appreciate you assistance in arranging for our committee to be represented at the next meeting of the Transportation and Environment Committee on Monday March 3,1997 room 233 at 0930 am. Helen Kirkpatrick, Rick Lintack and myself will be speaking on behalf of our committee.

Yours truly

Howard Mark,
member CTWSC

CITIZEN **TWO-WAY**
STREET COMMITTEE
David Cohen
Helen Kirkpartick facs. 575-6047
Rick Lintack facs. 522-2209
Howard Mark facs. 388-2958
Carl Turkstra facs. 388-9891
Gil Simmonds

To: Transportation and Environment Committee
and
Planning and Development Committee
City of Hamilton

From: Hamilton Downtown Two Way Streets Group

Subject: IMPROVING OUR DOWNTOWN

November 14, 1996.

We wish to appear before each committee at its meeting on December 2 and 4 to present this brief.

Our group came together as a result of the charette held by the Hamilton Society of Architects last June. Many ideas emerged from the charette, but we decided to put our energy into improving the downtown through the re-introduction of several two-way streets. We do not claim to represent anyone other than ourselves - although we believe the recommendations we are making are supported by a great many people.

* * * * * * * * * * * *

Virtually everyone agrees Hamilton's downtown needs change if it is again to become attractive to a wide range of Hamiltonians. Currently there are too many vacant lots, too many empty stores, too few reasons for going downtown. There are undoubtedly a whole range of changes which could and should be made to revitalize the downtown. Some changes have a large costs attached; some rely on changing attitudes over the long term; some ask for significant government investment.

We believe that one change can be made quickly, with a minimum of cost, with a minium of disruption, and that its effect can be gauged within a relatively short period of time. A change with these characteristics is one that deserves priority consideration by those who want to improve the downtown.

We propose to change several streets from one way traffic flow to two way traffic flow. The streets which should become two way are:

King Street, between Victoria and Queen
James Street, between the Escarpment and the Harbour
John Street, between the Escarpment and the Harbour.

We originally thought that James Street should be the only north/south street made two way, but then realized that pairing John and James as two-way will immensely improve traffic circulation as it tries to connect with the Escarpment.

There should be no parking on these two-way streets during rush hours, but parking should be permitted the rest of the time, possibly by metered parking which will produce revenue for the city.

This modest proposal is not problem-free (as noted below), but it will result in a number of changes which will improve the downtown. Some of those positive changes are:

1. Traffic on these two way streets will slow down, since at most there are two lanes of traffic, and in non-rush hour periods just one lane of moving traffic with curb-side parking. Slower moving traffic is much more pleasant for downtown pedestrians (and for many drivers) than traffic which clips along relatively quickly.

2. Since traffic is moving more slowly, those in passing cars will be better able to see store fronts and interesting sidewalk activity which might entice them to stop and join in, thus enhancing downtown activity.

3. Two way streets will feel more normal - the downtowns in most cities are laced with two way streets - and less like freeways where the object is to move through the area as quickly as possible. It will be easier for a pedestrian to cross the street, thus ensuring that the commercial activities on each side of the street are supportive and complementary, rather than divided by a stream of traffic.

4. The downtown will be much more legible for tourists not familiar with the city. There is nothing more alienating for a tourist than trying to find a destination through a maze of one-way streets. If the city's main streets are two way, and if traffic moves more slowly on those streets, then the downtown will be much more attractive to tourists.

Those are some of the benefits of the two way streets we have proposed. We can anticipate several objections to this proposal:

a) Traffic on the two way streets will move more slowly.

We agree this will happen - in fact it is one of the objectives of the change. Drivers who wish to move more quickly have a number of alternative routes that they can

take, routes that will not be adversely affected by the small percentage of total traffic that will be diverted from the streets being made two way to those which remain one way.

It must be remembered that when the one way street system was implemented almost forty years ago, there were few alternatives for drivers who wanted to pass through the downtown without stopping. In the intervening decades, many high speed roadways have been built so that drivers wishing to avoid the downtown can do so easily.

b) Traffic on the two way streets will be congested.

While traffic on the two way streets will move more slowly - we suspect crowdedness and slow movement will attract drivers and pedestrians to these streets, since many people want to be where the action is - two way streets can help resolve the congestion that is caused by cars not wanting to be where they are. For example, two way streets will mean people do not have to `drive around the block' to reach a destination. Thus, access to the GO Station will be much easier for buses, which now must use a convoluted route to get to the station. And, as already pointed out, existing congestion on James and John leading to the Escarpment will be resolved. In short, two way streets will help resolve unnecessary congestion.

We agree two way streets will attract more vehicular and pedestrian traffic, but it is not traffic which wishes it were somewhere else, which is the real objection to congestion.

The two way street proposal will not resolve the existing problems on the south side of the Gore, where buses seem to create more problems than they solve. The south side of the Gore should be carefully studied to see how to improve pedestrian life and traffic flow.

The two way traffic flow proposed can be implemented fairly easily. Some one way traffic signs and turn restrictions must be taken down, some traffic signals modified, and appropriate changes must be made where King changes from one to two way. We believe these changes can be made by city staff at a modest cost that can be found within the existing city budget.

We propose that these proposals be implemented for a two year trial period, and that city staff monitor the changes from the perspective not only of vehicular traffic, but also of pedestrian activity, and the liveliness of the downtown. Streets serve a number of different purposes - the locale for enterprise and

entrepreneurs, a place to meet people and be social, accommodate vehicular traffic flow, provide a pleasant pedestrian environment. Change to all of these different functions should be monitored so some reasonable assessment can be made to help ensure that we are moving toward a better and more vibrant downtown for Hamilton.

Recommendations:

1. The following streets should revert to two way traffic flow:

   King Street, between Victoria and Queen
   James Street, between the Escarpment and the Harbour
   John Street, between the Escarpment and the Harbour.

2. Parking should be permitted on these streets during non-rush hour periods, perhaps through metered parking.

3. The south side of the Gore should be carefully studied by city staff to see how to improve pedestrian life and traffic flow.

4. These changes should be made for a two year trial period, beginning March 1, 1997. Staff should be requested to monitor changes to the various functions on these streets to assess the effectiveness of these changes to improving Hamilton's downtown.

We have attached a few letters of support.

Submitted by: The Hamilton Downtown Two Way Streets Group, whose members are:

Helen Kirkpatrick 192 Bay Street North, L8R, 2P9.
Tel. 526 7086.
Carl Turkstra, 50 Markland Street, L8P 2J7
Tel. 525 8714.
Howard Mark, 71 Claremont Drive, L9C 3N3
Tel. 388 2958.
Mary Pocius, Tel. 522 1778.
Rick Lintack, 244 James Street South, L8P 3B3
Tel. 522 6165.

The contact for the group is Helen Kirkpatrick.

Hamilton Society of Architects

November 12, 1996

Planning and Development Committee
The Corporation of the City of Hamilton
71 Main Street West
Hamilton, ON L8N 3T4

ATTENTION: Mr. Don Drury
Chair of Planning and Development Committee

Dear Sir:

RE: The Hamilton Two-Way Streets Group Report
'IMPROVING OUR DOWNTOWN'

As you are aware, the Hamilton Downtown Ideas Charrette *'Final Report'* was presented to City Council this past October 1996 by the Hamilton Society of Architects.

Although many issues affecting the present core were discussed and many recommendations outlined, the one constant strategy echoed by all five charrette teams was the reinstatement of some two-way traffic within the Downtown.

The *'Two-Way Streets Group'* was formed immediately after the June 1996 Charrette to further study this issue and they will be appearing before your Committee to present their report.

This report proposes that their recommendations *'be implemented for a two-year trial period'* to properly monitor vehicular and pedestrian impact.

This time frame would parallel the three-year period established for new Downtown *'development'* initiatives recently undertaken by City Planning.

Yes, there will be some negative reactions by those individuals who use core *'expressways'* as a means of getting through and out of the Downtown, but the health of this area's pedestrian environment is critical.

It is vital that visible, positive action is incorporated to rejuvenate real pedestrian activity within our City Centre.

We are confident your Committee will review and implement the recommendations outlined in the *'Two-way Streets Group Report'*. The Hamilton Society of Architects supports this report and commends the citizens of that group for their continued community involvement and commitment.

Yours very truly,

HAMILTON SOCIETY OF ARCHITECTS

Per: Daniel A. Duffie
Chair 1996-1997

DAD/ad
Encl.

HAMILTON-
HALTON
HOME
BUILDERS'
ASSOCIATION

A member of the Canadian Home Builders' Association

1112 Rymal Rd. E., Hamilton, Ontario L8W 3N7
Telephone 575-3344 Fax 574-3411

November 13, 1996

Mr. Carl Turkstra
Turkstra Lumber Company Ltd.
1050 Upper Wellington Street
Hamilton, Ontario
L9A 3S6

Dear Mr. Turkstra:

This letter is a follow up to discussions we have had over the past month and a half with respect to downtown Hamilton and the feasibility or need of an improved indeed different traffic pattern for our core area, namely King Street and James Street.

I am pleased to inform you that after review of the documentation you were kind enough to forward to me and my then taking it to our Board of Directors as well as our Downtown Development Task Force, please be advised that both entities unanimously support your position.

On behalf of our President Mr. Jose Geada, please feel free to reproduce this correspondence as the Hamilton-Halton Home Builders' Association's position vis a vis traffic solutions for the Downtown Core and further accept our thanks for all your efforts on this matter as a concerned business entrepreneur and more importantly a citizen of the City of Hamilton.

Sincerely,

HAMILTON-HALTON HOME BUILDERS' ASSOCIATION

Dan F. Condon
Executive Director

c.c. Jose Geada

1(a)(ii)

In Support of One-Way Streets In Downtown Hamilton



A Presentation by CAA South Central Ontario

Ninety-four years ago, our founding Members met in downtown Hamilton to discuss the interests of motorists and decided at that meeting to establish the first automobile club in Canada. Their mandate was to represent the motoring interests of their Members. Road safety was one of their primary concerns.

Since then of course CAA has grown tremendously. Today more than 90% of Canadians old enough to drive hold a drivers' license and CAA is firmly established as a leader on motoring issues. Specific issues have changed greatly since 1903 but road safety remains a primary concern today.

Hamilton Automobile Club, as we were known then, supported the introduction of the one-way street system in downtown Hamilton forty years ago because it made great sense as a way to reduce traffic congestion by improving traffic flow and especially because it reduced the risk of collision to both motorists and pedestrians alike. The minor inconvenience of occasionally having to drive a block or two farther than one wished was more than compensated for by the reduction in collisions and the smooth flow of traffic on the one-way system.

Today we are here to indicate that CAA South Central Ontario still supports the one-way street system in downtown Hamilton. We oppose any attempt to experiment with converting selected streets to two-way as an unnecessary threat to the safety of pedestrians and motorists. We are also alarmed by the irresponsibility of a plan that is deliberately designed to create congestion and the increased emissions associated with congestion.

CAA South Central Ontario's support for the retention of the one-way street system in downtown Hamilton is shared by a majority within our community as evidenced by research on this issue conducted in recent weeks. We will share those results with you.

First we should all recall how downtown Hamilton came to have a one-way street system. At the time the one-way system was introduced in 1956, Hamilton faced grid-lock in the core. The one-

way system increased capacity on major routes, opened up the traffic flow and had a dramatically positive impact on collisions involving not only cars but pedestrians. We invite this committee, if you have not already done so, to review a 1960 report which was presented to council in which 'before and after' figures were presented showing the impact of the conversion from two-way to one-way streets.

Between 1959 and 1960 traffic volume increased by up to 45 % on city streets while the reportable accidents increased on all streets overall by 40 percent. However, the collisions on the streets that had been made one way decreased by 17% and the collisions involving pedestrians dropped by 67% on the new one-way streets. To this day the collision rate in Hamilton remains lower than most urban centres due in great part to the one-way system that reduces the opportunity for turn-related collisions. To argue that pedestrians will never feel comfortable beside one-way through streets contradicts the evidence that one-way is safer for pedestrians than two-way. Does one feel more comfortable crossing Fennel Avenue than King Street or more comfortable crossing Mohawk Road than Main Street? Probably not. One-way traffic at least allows predictable gaps in the traffic flow for pedestrians to cross safely.

When introduced, the one-way system was a solution to the problem of traffic volume downtown. Traffic volume in 1997 is far greater than it was in the late 1950's. Average daily traffic in 1960 for eastbound traffic at Dundurn and Main for example was 13,428; by 1995 that number had swelled to more than 41,00. At King and Wellington, average daily traffic in 1959 was 15,507 compared to 27,180 in 1996. If a two-way system could not handle the volume in 1956, it will be impossible for the two-way system to handle the increased volume today without expanding the roadway. The result will be gridlock.

Some will argue that two-way will improve access to establishments in the downtown core. Let's look at King street as an

example. Parking is now permitted on both sides of King street between Wellington and Mary which leaves two lanes for traffic flow. If King street became a two-way street, traffic would come to a stop any time someone tried to make a left turn. There is no room for a left turn lane *and* street parking. To prevent the congestion that naturally occurs when traffic tries to turn left at signalled intersections, one could follow the example set on major two-way streets in Toronto and simply not allow turns at those intersections. That would do nothing to ease access.

Today we all have a greater awareness about environmental responsibility. While pollution control equipment has made today's cars much more environmentally friendly, evidence indicates there are much greater emissions from congested traffic than free flowing traffic. To artificially increase emissions in our downtown is irresponsible planning.

When the issue of one-way versus two-way traffic on selected downtown streets surfaced, the Hamilton Spectator conducted a non-scientific poll of readers opinions. The SpecTel poll received 652 calls opposed to two-way traffic and 113 in favour. Even though that was not a scientific poll, the results are revealing and are now supported by scientific research.

CAA South Central Ontario commissioned Hendershot Research Consultants to conduct market research on its behalf to determine residents' attitudes towards the proposed change to two-way traffic on specific main streets in downtown Hamilton. The main objective of the study was to determine whether residents support this proposal to change to two-way traffic for the following streets: Main, King, John and James streets; and the reasons for their opinion.

A total of 500 completed telephone interviews were conducted in the Hamilton-Wentworth area (including Ancaster, Dundas, Stoney Creek, Flamborough, Glanbrook). Four hundred interviews were completed in proportion to the population of the geographic areas which yielded a margin of error of 5.0%. An additional 100 interviews were completed using age and gender quotas representative of the

population. The actual fieldwork was conducted from February 11 to February 17, 1997.

The main results of the study were as follows:

AWARENESS OF TWO-WAY PROPOSAL

The majority (60.0%) indicated that they were aware that the City of Hamilton was currently considering to change the downtown streets Main, King, John, James into two-way traffic. Ancaster had the highest level of awareness (73.3%) in comparison to Flamborough and Glanbrook (42.3%, 44.4%).

SUPPORT FOR TWO-WAY ON SPECIFIC STREETS

Respondents were asked to indicate whether they supported the proposal for two-way traffic downtown for specific streets. The four streets were read in random order to the respondents to prevent any potential for bias.

Overall, the highest percentage of respondents, 65.3% indicated that they did not support two-way traffic on Main St., 26.3% did support two-way traffic on Main St. and 8.5% were undecided.

A total 64.5% did not support two-way on King St., 60.5% did not support James St. and 59.8% did not support the change of John St. to two-way traffic.

Younger respondents (18-34 years) were the most likely to support two-way traffic whereas respondents 45-64 years were the least likely to support the two-way traffic.

REASONS WHY RESPONDENTS SUPPORT/DO NOT SUPPORT TWO-WAY

All respondents who indicated that they supported or did not support the two-way were asked for their reasons. Overall, the mo

frequently mentioned reason why they supported two-way traffic was "easier access" (26.5%). In comparison, the most frequently mentioned reasons why respondents did not support two-way traffic were: "would be too congested" (43.8%), "may cause accidents" (10.3%, "like it the way it is" (9.0%) and "streets are not wide enough" (5.8%).

SHOPPING DOWNTOWN

All respondents were asked if the major downtown streets were changed to two-way, would the number of times they shop downtown increase, stay the same or decrease. As a result, 82.5% indicated that their shopping frequency would remain the same, 9.8% indicated that it would increase whereas 7.8% indicated that it would decrease.

Respondents who did not support two-way traffic were more likely to drive a car/van than respondents who did support two-way traffic.

AGREEMENT THAT TWO-WAY TRAFFIC WILL REVITALIZE DOWNTOWN

Overall, the majority disagreed (53.3%) (28.5%-- somewhat disagreed, 24.8%-- strongly disagreed) and 34.3% agreed (9.0%-- strongly agreed, 25.3%--somewhat agreed) that changing major streets to two-way would revitalize the downtown area and 12.5% were indifferent. Respondents 18-34 years indicated the highest level of agreement (44.5%) in comparison to respondents over 45 years (20.2%).

AGREEMENT TWO-WAY TRAFFIC WILL INCREASE ACTIVITY

From a list of four aspects, all respondents were asked to rate on a scale of 1(strongly disagree)--10 (strongly agree) their level of agreement that two-way will increase activity. Overall, "economic development " and "shopping" received the highest rating (4.31 and 4.30 respectively).

CONCERN ABOUT SPECIFIC ISSUES

Of the list of seven aspects read to respondents rating their level of concern (1 --not at all concerned to 10--very concerned), "safety for people crossing the street" received the highest rating of 6.55 Ranking second was "increased traffic congestion in the city" (6.45) followed by "increased traffic congestion with back-ups on the 403" (5.97), "increase in travelling time" (5.81), "pollution" (5.59),"additional cost for gas" (4.08) and wear on vehicle" (3.82).

SUMMARY

Overall, the majority did not support the proposal for two-way traffic on major streets in downtown Hamilton. Although all ratings were less than seven out of ten, higher ratings were given for concerns than benefits regarding the change to two-way traffic. The results of the study indicated that there would not be a significant change in the current level of shopping downtown if major streets were changed to two-way.

1 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 14
T103 50 (334) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Proposed Road Closure: Angela Avenue
from Scenic Drive Westerly (R-97-10)

RECOMMENDATION:

Provided that the development permit application submitted to the Niagara Escarpment Commission is approved:

A. i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unopened road allowance of Angela Avenue from Scenic Drive westerly to the west limit of Angela;

ii) That the Senior Director, Roads be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department;

iv) That the Applicant prepare and register a reference plan under the Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

Cont'd ...

Proposed Closure: Angela Avenue

v) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act;

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner at market value.

vii) That the applicant provide an easement to Bell Canada for overhead plant in the area.

B. Provided the Judge's Order to close the unopened road allowance is granted:

i) That the Commissioner of Transportation be directed to prepare a by-law for the sale of the closed unopened road allowance to the abutting owner;

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the City of Hamilton Property Department to close the portion of unopened road allowance of Angela Avenue from Scenic Drive to the westerly limit of Angela. The Property Department has determined the lands surplus and suggest the lands be sold to develop a building lot.

The area proposed for closure is the portion of Angela Avenue west of Scenic Drive and backing on to the Lands of the Hamilton Health Association. This Department has circulated a notice of closure to the abutting property residents/owners and the affected municipal departments and the public utility companies. The results are as follows:

Cont'd....

Proposed Closure: Angela Avenue

Cont'd ...

i) Abutting owners; Total Number Circularized - 43
In Favour -6 Opposed - 12 No Response - 25

The residents who were opposed were concerned that the lot should not be zoned residential, believing that the lot was too narrow and not suitable for a building lot. The lot measures 66 ft. wide by 85.5 ft. deep, and the area of the lot is 74% of the minimum required under the nearby B-1 Residential Zoning. The subject land is under Niagara Escarpment Commission jurisdiction and is not subject to City zoning provisions. The City of Hamilton Planning Department has advised the subject lands are located within the Westcliffe West Neighbourhood for which there is no approved neighbourhood plan. The Planning Department also advised they have no objections or comments on the proposed closure.

Other concerns from the area residents included a belief that the proposal would diminish the aesthetic values of their properties and expressed a concern over the loss of green space.

ii) Municipal Departments:

No municipal department was opposed or required easements within the closure area.

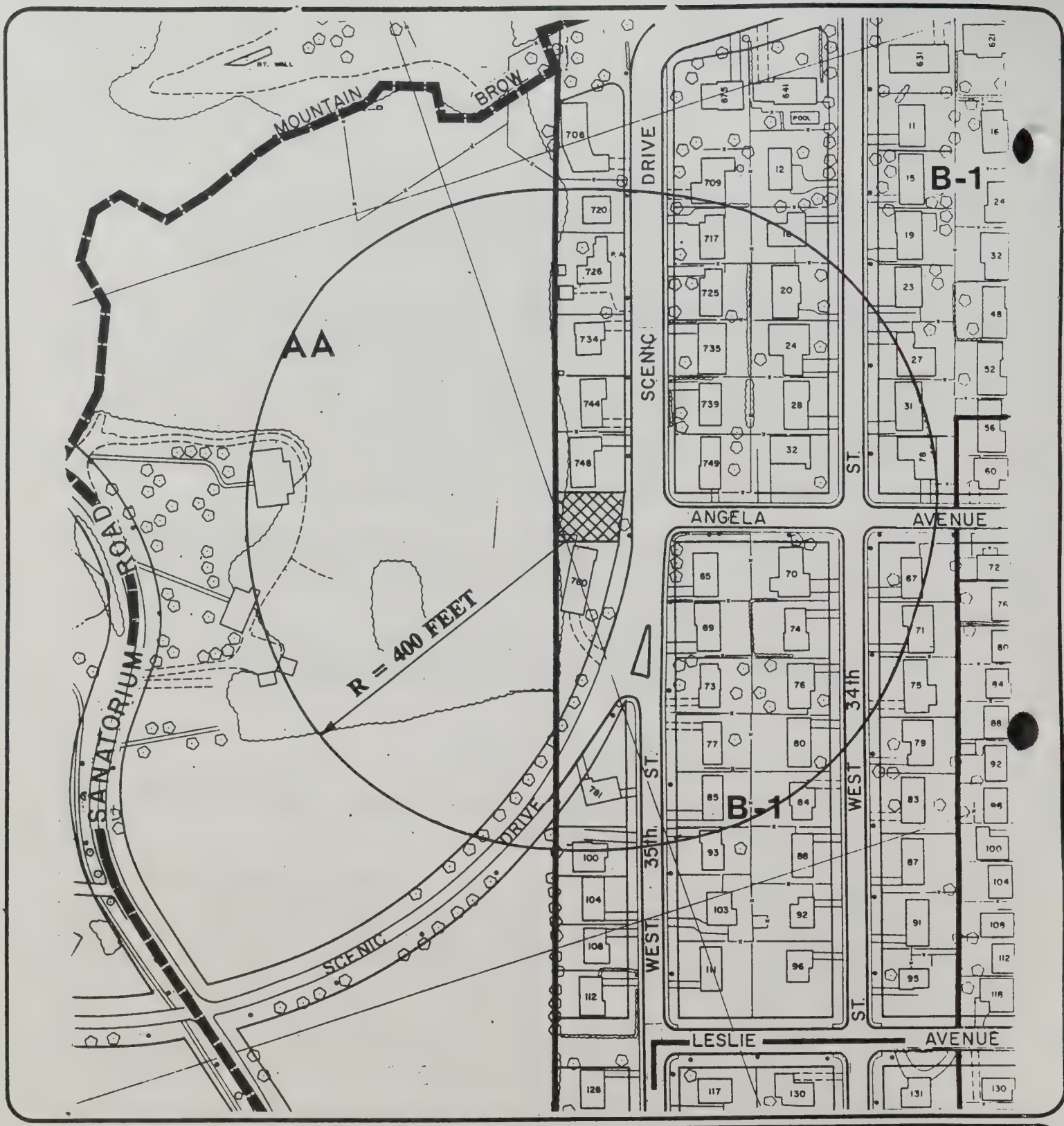
iii) Public Utilities: No objections

Bell Canada has plant along the entire south side and entire west side of the property and will require an easement.

The subject property is designated Urban Area in the Niagara Escarpment Plan. Permitted uses are subject to development objectives incorporated into municipal official plans and , where applicable, zoning by-laws which do not conflict with the Niagara Escarpment Plan. Since the lands are located within the Development Control Area, a development permit application (W/R/96-97/87) was submitted to the Niagara Escarpment Commission on October 18, 1996, for approval of development. On January 16, 1997, the application to construct a house on the subject lands was approved by the Niagara Escarpment Commission. There is a 14 day appeal period. There were two appeals which will be dealt with by the Hearing Office of The Niagara Escarpment Commission.

Although there were some negative responses received from the neighbourhood, all affected agencies and departments have concluded that the development will be compatible with the visual and natural environment of the Escarpment and with surrounding residential development.

JKC\
cc: M. Watson, Manager City of Hamilton Property Department



LOCATION PLAN

FOR PROPOSED PART OF ROAD ALLOWANCE CLOSURE (ANGELA AVENUE) AND SELL-OFF

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

PROPOSED PART OF ROAD ALLOWANCE CLOSURE (ANGELA AVENUE) AND SELL-OFF

North	Scale	Reference File No.
	Not to Scale	T103-03 (334)
	Date	
	SEPT. 28, 1995	

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 26
T103-03 (347) V. M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: **Proposed Closure of Rosslyn Avenue South from King Street East to Main Street East**
R-97-20

RECOMMENDATION:

That the stopping-up, closing and sale of Rosslyn Avenue South from King Street East to Main Street East be approved, subject to the following conditions:

i) That the Commissioner of Transportation Department be directed to prepare a By-law to stop up, close and sell the road allowance of Rosslyn Avenue South from King Street East to Main Street East;

ii) That the Commissioner of Transportation Department be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be sold;

iii) That the Senior Director, Roads Department be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O.

iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

v) That the applicant provide a 6m easement to the Region for the existing 300mm combined sewer in the proposed closure area;

Cont'd ...

**Proposed Closure of Rosslyn Avenue South
from King Street East to Main Street East**

Cont'd

vi) That the applicant provide an easement to Hamilton Hydro for their overhead plant on the closure area.

D. Lobo
Commissioner
Public Works and Traffic

per: E.M. Gill, P.Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from IPCF Properties Inc. (Agent is Monteith Zelinka Priamo Ltd. Greg Priamo/Todd Brown) to close Rosslyn Avenue South from King Street East to Main Street East. The applicant wishes to use the road allowance to construct service facilities for and adjacent to 1124 Main Street East. This plan cannot be implemented until the subject road allowance is closed.

Currently, the tenants of the existing building at 1124 Main Street East are a bingo hall and restaurant (Crossroads). Both of these tenants have been advised to vacate the building in the spring of 1997 to allow for a food store to locate on the site.

The No Frills food store to be located on the site will utilize the existing building and parking lot. However, in order to allow for a cooler box and loading bay to be adjacent to the existing building (both of which would be within the Rosslyn Avenue road allowance), it is necessary to have the road closed so that it can be purchased or leased from the City of Hamilton. The subject road allowance is not being used for traffic flow, but rather, has been blocked off and is being used as a parking area.

Our circularization to the area residents, businesses, utility companies and affected municipal departments is now complete and the results are as follows:

Cont'd ...

**Proposed Closure of Rosslyn Avenue South
from King Street East to Main Street East**

Cont'd

Area Residents and Businesses

Total circularized 300

In favour 20 Opposed 9 No comment 271

The result of the first circularization was 3 - in favour and 9 - opposed. The reason for this opposition was due to the residents believing that this closure would allow the existing Crossroads Restaurant and the existing Bingo Hall to to increase in size and operation. This would aggravate the already existing noise problems. The residents wanted the road allowance included in the existing park area.

In the second circularization, the residents were generally in favour of the road closure once they understood that a No Frills Food Store was going to replace the Crossroads Restaurant and the Bingo Hall on this site.

Utility Companies

Union Gas has indicated that they have no objection to the closure.

Bell Canada has indicated that they have no objection to the closure.

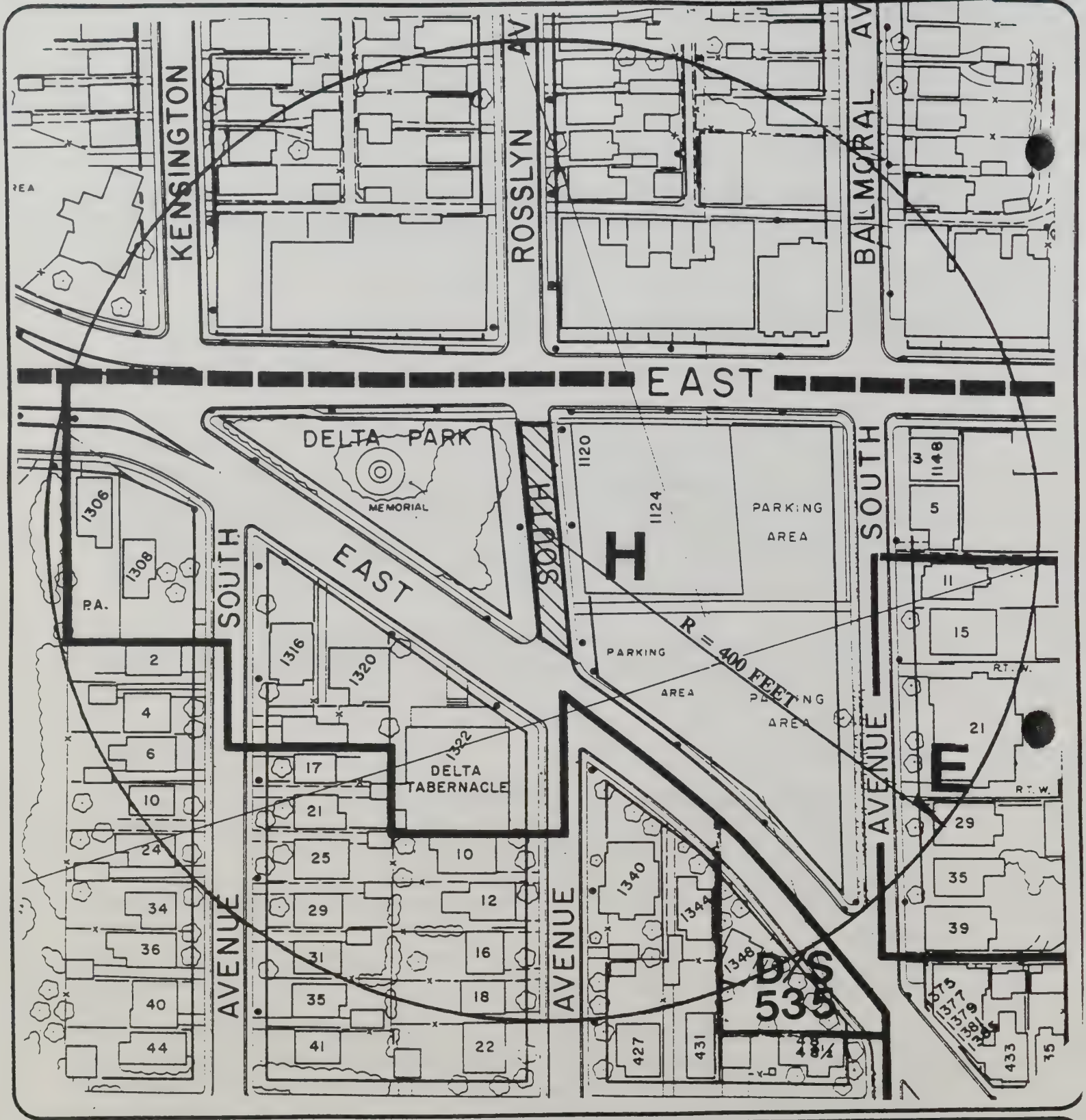
Hamilton Hydro has indicated that there are overhead power lines and will require an easement.

Municipal Response

The Region's Environmental Services Department report that the existing 300 mm combined sewer within the closure limits will require a 12.0m easement in favour of the Region for maintenance purposes. All other departments were not opposed to the closure request.

As there were no municipal department or utility company objections to the request this Department is in favour of the closure.

VMZ:
attach.
cc: M. Watson, Manager, City of Hamilton Property Department
cc: A. Zuidema, Law Department



LOCATION PLAN

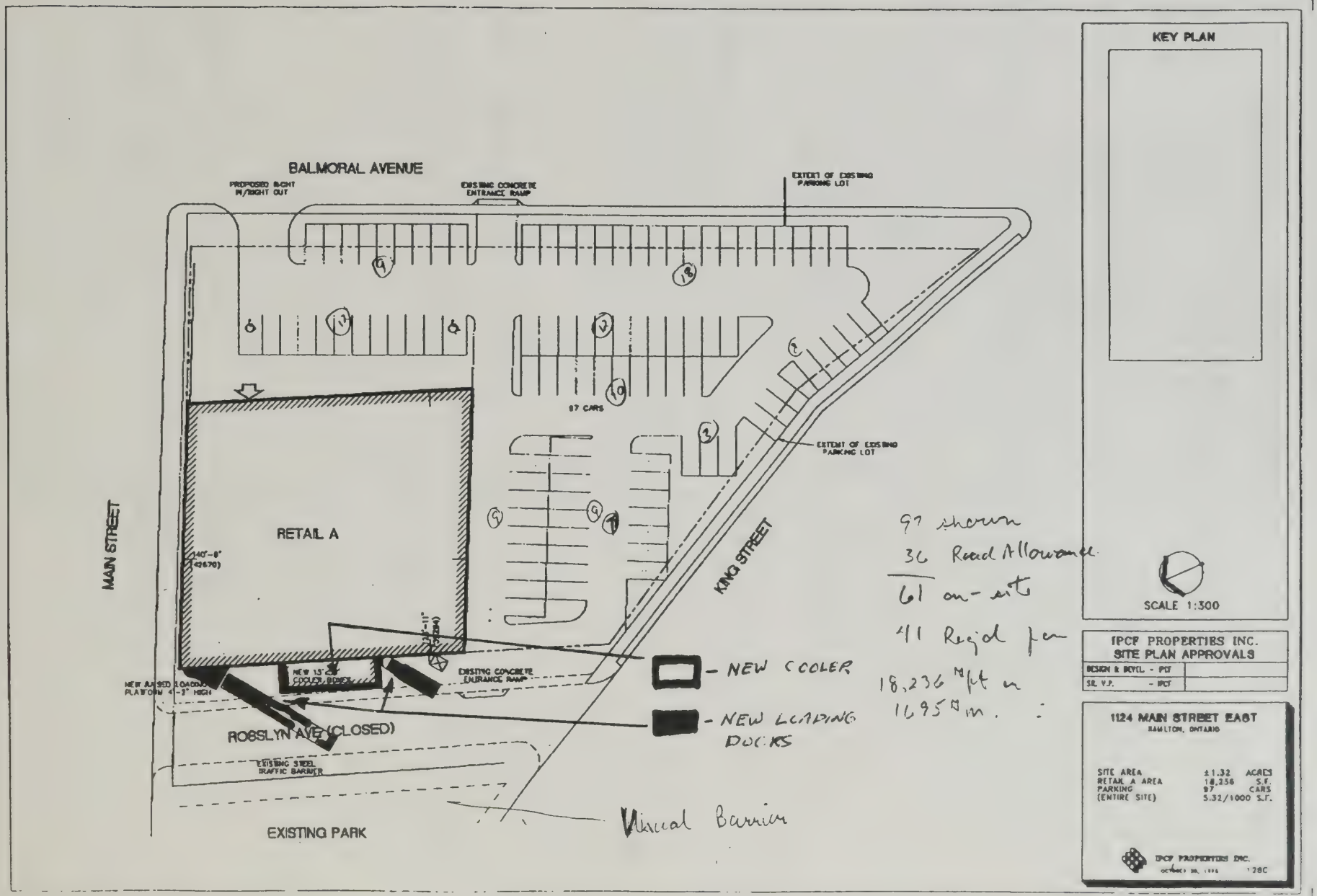
FOR PROPOSED PUBLIC STREET CLOSURE

Regional Municipality of Hamilton-Wentworth
Transportation / Enviromental Services Group
Roads Department

Legend

AREA OF PROPOSED PUBLIC STREET CLOSURE

North	Scale	Reference File No.
	Not to Scale	T103-03(347)
	Date	
	Nov. 14, 1996	


BALMORAL AVENUE
PROPOSED RIGHT IN/RIGHT OUT
EXISTING CONCRETE ENTRANCE RAMP
EXTENT OF EXISTING PARKING LOT
97 CARS
EXTENT OF EXISTING PARKING LOT
MAIN STREET
RETAIL A
KING STREET
NEW COOLER
NEW LOADING DOCKS
EXISTING CONCRETE ENTRANCE RAMP
ROBSLYN AVE (CLOSED)
EXISTING STEEL TRAFFIC BARRIER
EXISTING PARK
Vinical Barrier
97 shown
36 Road Allowance
61 on-site
41 Regd per
18,236 M²/ft on
16,95 M m.
KEY PLAN
SCALE 1:300
IPCF PROPERTIES INC.
SITE PLAN APPROVALS
DESIGN & DEVEL. - PCF
SR. V.P. - IPCF
1124 MAIN STREET EAST
HAMILTON, ONTARIO
SITE AREA ±1.32 ACRES
RETAIL A AREA 18,236 S.F.
PARKING 97 CARS
(ENTIRE SITE) 5.32/1000 S.F.
IPCF PROPERTIES INC.

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 20
S610-03 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Stop-Up, Close and Sell a Portion of Gerrard Street (R-97-18)

RECOMMENDATION:

That the appropriate By-Law for the stop-up, close and sale of a portion of Gerrard Street West of Sherman Avenue North designated as Parts 6 & 7 on Plan 62R-12643 be forwarded to City Council for enactment.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the above mentioned City lands be credited to Account No. F4402 30875000 1 (Land Sales - Enclave Clearance Program)

for D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

BACKGROUND:

The City Council at it's meeting on 1996 November 12 adopted Item 39 of the 15th Report of the Transport & Environment Committee to stop-up, close and sell a portion of Gerrard Street designated as Parts 6 & 7 on Plan 62R-12643 sale and except the westerly one foot designated as Parts 1 & 2 on Plan 62R-13793. City Council authorized the sale of these lands to Philip Enterprises Inc. It is necessary to proceed with the closure to complete this sale.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-law in order to complete the sale.

sk:GM/KML
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO STOP-UP AND CLOSE A PORTION OF GERRARD STREET DESIGNATED AS PARTS 6 & 7 ON PLAN 62R-12643 AND TO RETAIN PARTS 1 & 2 ON PLAN 62R-13793 AND TO SELL THE REMAINDER OF GERRARD STREET BEING CLOSED

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 39 of the 15th Report of the Transport and Environment Committee on 1996 November 12 authorized the City to stop-up, close and sell that portion of Gerrard Street designated as Parts 6 & 7 on Plan 62R-12643 except Parts 1 & 2 on Plan 62R-13973.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That a portion of Gerrard Street lying west of Sherman Avenue designated as: Parts 6 & 7 on Plan 62R-12643.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

   Are hereby stopped and closed.

2. That a portion of Gerrard Street being closed designated as Parts 1 & 2 on Plan 62R-13793 be retained.

3. That the remainder of Gerrard Street being closed designated as Parts 6 & 7 on Plan 62R-12643 except Parts 1 & 2 on Plan 62R-13793 along with other lands be sold to Philips Enterprises Inc. as approved by City Council on 1996 November 12 in adopting Item 39 of the 15th Report of the Transport & Environment Committee for the sum of $348,750.

4. That this By-Law shall come to force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this day of A.D. 1997

City Clerk Mayor

3(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposal for Quality Control Testing Services for Hot-In-Place Asphalt Recycling**

RECOMMENDATION:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to issue a purchase order to Mountainview Geotechnical Ltd. to provide quality control/quality assurance testing services for hot-in-place asphalt recycling on various streets in 1997.

(b) That the cost of this work estimated at $37,500 be financed from the 1997 Road and Sidewalk Improvement Programme.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is an allowance of $1,200,000 to undertake hot-in-place recycling of asphalt on various City streets in 1997 in the 1997-2006 Capital Budget-Road and Sidewalk Improvement Programme. The cost for testing is $460 for each 4,000 m² lot with an allowance of $400 for a preconstruction review meeting. Based on the proposed 300,000 m² for 1997 the cost is $37,500 including GST.

BACKGROUND:

On February 11, Council in adopting Item 16 of the 2nd Report of the Transport and Environment Committee approved the 1997 Road and Sidewalk Capital Improvement Programme. The Programme includes an allowance of $1,200,000 for 300,000 m² of hot-in-place asphalt recycling on various streets. It would be prudent to carry out quality control testing to ensure the contractor's requirements for conformance to the specifications.

Mountainview Geotechnical Ltd. are being recommended since they have undertaken similar testing for the Region of Haldimand-Norfolk, City of Trenton and the City of Belleville in 1996.

RPM/rb

3(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 21

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Construction of Independent Concrete Sidewalks on the North Side of Stone Church Road East from Upper Ottawa Street to Approximately 550m Easterly (East Limit of 1249 Stone Church Road East) and on the South Side of Stone Church Road East from Upper Ottawa Street to Dartnall Road

RECOMMENDATION:

(a) That the construction of independent concrete sidewalks on the north side of Stone Church Road East from Upper Ottawa Street to approximately 550m easterly (east limit of 1249 Stone Church Road East) at an estimated gross cost of $73,000 with a City's Share of $19,591.96 and an Owner's Share of $53,408.04 and on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road at an estimated gross cost of $141,000 with a City's Share of $55,859.56 and an Owner's Share of $85,140.44 proceed as local improvements pursuant to Section 12 of the Local Improvement Act all as provided in the 1997 portion of the 1997-2006 Capital Budget; and,

(b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works; and,

(e) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor.

L. Lutt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

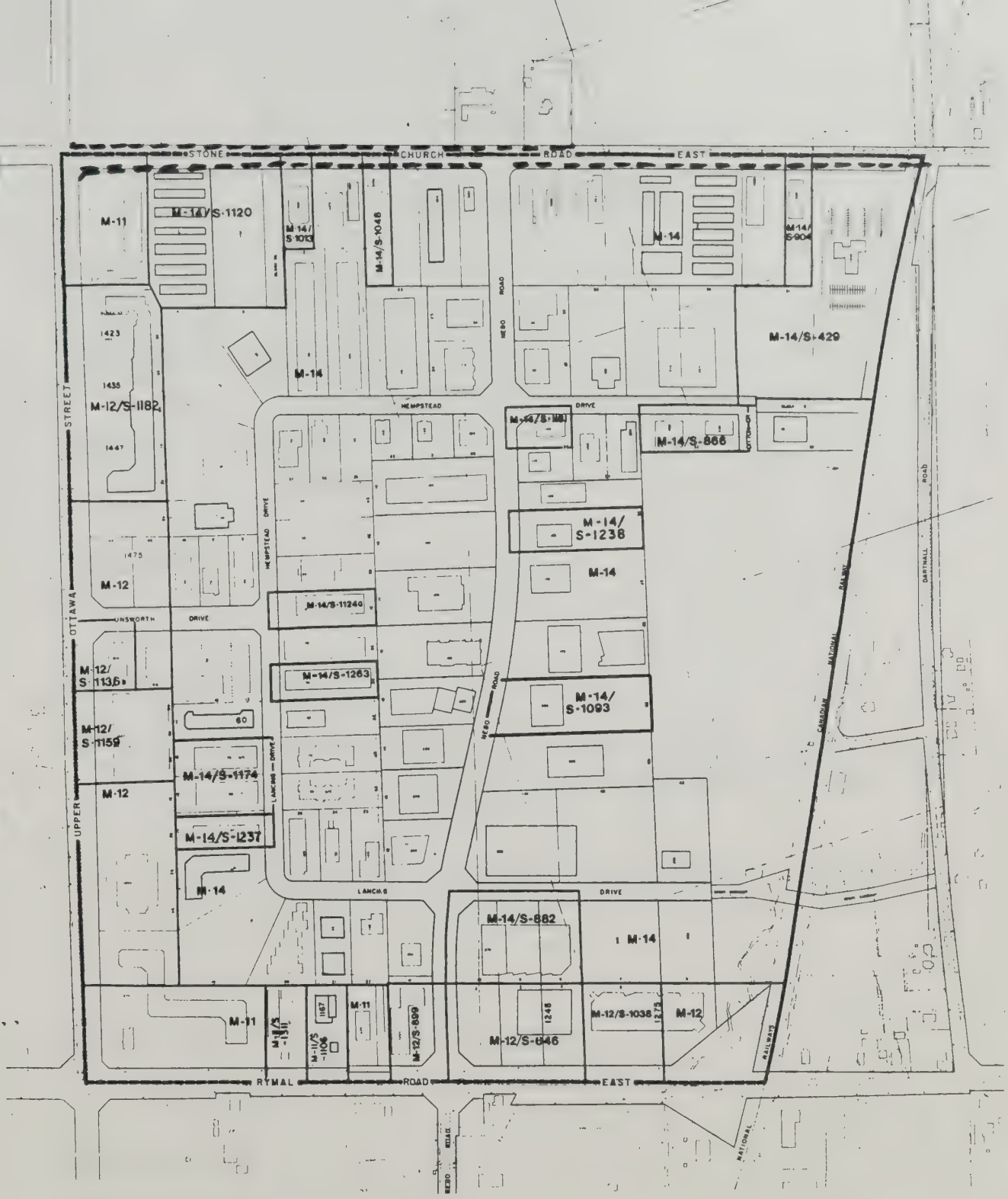
The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1997 - 2006 Capital Budget. The estimated cost per metre for an independent concrete sidewalk is $98. If approved, the project will reduce the balances available in the City's Share to $174,548.48 and the Owner's Share to $446,451.52.

BACKGROUND:

The Region will be constructing a finished roadway with curbs on Stone Church Road from Upper Ottawa Street to Dartnall Road in 1997. It would be expedient to construct the sidewalks where required in conjunction with the Regional works. The property owners will be required to pay the approved rate per metre or the actual cost, whichever is less. The location is shown on the attached plan.

RPM/rb
attachment

c.c. J. J. Schatz, City Clerk
P. Noé Johnson, City Solicitor, Attention: S. Riley
S. Reeder, Secretary, Finance & Administration Committee
A. Ross, City Treasurer, Attention: N. Adhya
J. Bruzzese, Acting Commissioner of Finance
D. Y. Onishi, Director, Design & Construction, Roads Division
J. van der Mark, Special Projects Office



--- Proposed Independent Concrete Sidewalks

110	131	5
129	120	62
14	64	63

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

RYMAL

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 150m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO. 7405

DRAWING NO. 120

3(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 21

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Proposed Pedestrian Lighting - Ottawa Street between Main and Barton Streets**

RECOMMENDATION:

(a) That the Commissioner of Transportation be authorized and directed to supply and install 22 luminaires on the pedestrian scale lighting poles installed on Ottawa Street between Main and Barton Streets and,

(b) That the estimated cost of $26,700 be financed from the funds available in the 1995 Road and Sidewalk Reconstruction Programme Account CF 5295 42024.

L. Tuff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

The 1995 Road and Sidewalk Reconstruction Programme included a provision for sidewalk repairs on both sides of Ottawa Street between Main Street and Beach Road in conjunction with Regional road works. The work was to include the replacement of damaged "soldier course" paving stones along the Regional curb between Main and Barton Streets. A decision was made in consultation with the BIA and the contractor to remove all the paving stones and replace with a coloured concrete strip. The cost of this work was approximately $26,700.

The BIA approved the installation of pedestrian scale lighting involving 22 decorative poles and associated luminaires. The pole installation was financed from the Commercial Improvement Programme. The BIA requested that the Region finance the cost of the luminaires from their Annual Streetscaping Programme. The Region responded that this did not meet the requirements of this Programme but agreed to credit the City for the cost of the coloured concrete strip so that the City could consider funding the luminaires from their Capital Budget. The BIA will choose a luminaire to meet their needs within the available funds. The proposed pedestrian lighting should improve safety and visibility for pedestrians in this area.

RPM/rb

c.c. E. M. Gill, Senior Director, Roads Division
c.c. M. B. Chandrashekar, Supervisor of Accounting
Attn: G. Keith
c.c. J. Pacey, Community Renewal Officer

3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: Hotz Environmental Services Inc. revisiting application for amendment to Waste Disposal Site (Transfer), 239 Lottridge Street, File No. A100146

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton reaffirms its original decision from February 24, 1995 which stated:

   (i) That the West Central Branch of the Ontario Ministry of Environment and Energy be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving an amendment to their Certificate of Approval No. A100146 for their facility located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City By-laws are complied with;

b) That a copy of this report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval amendment for Hotz Environmental Services Inc. to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J.D. Thoms
Commissioner
Regional Environment Department

SUBJECT: **Hotz Environmental Services Inc. revisiting application for amendment to Waste Disposal Site (Transfer), 239 Lottridge Street, File No. A100146**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N\A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy (MOEE) has received an application from Hotz Environmental Services Inc., requesting an amendment to the Provisional Certificate of Approval No. A100146 for a Waste Disposal Site (Processing) located at 239 Lottridge Street, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposed Certificate of Approval (CofA) from a municipal jurisdictional perspective.

The City of Hamilton addressed the identical application for a CofA amendment for Hotz Environmental Services to operate a ICI Small Quantity Waste Generator (SQWG) pilot project, and subsequent operation, on two prior occasions in 1994 and 1995. On February 17, 1994 Council received an information report explaining the project and in 1995 City Council endorsement was granted (please see attached reports) for a CofA amendment. However, the Legal branch of the MOEE suspended issuing an amendment because the regulatory framework did not permit the operation of a pilot project.

The introduction of the consultation paper on Regulatory Reform in the MOEE in the summer of 1996, "Responsive Environmental Protection", however, has identified several areas, including Household Hazardous Waste, where regulatory requirements for waste management can be reformed. The reforms will expand the eligible waste for household hazardous waste depots to allow the collection of small quantities of hazardous waste from the ICI sector. MOEE staff has requested Hotz to immediately re-apply for an amendment that would permit the pilot project to begin.

If the amendment is provided, Hotz in conjunction with the MOEE will be undertaking a two year pilot project to examine the viability of an alternative means for SQWG to properly and responsibly manage their liquid industrial and hazardous wastes. The amendment will allow Hotz to receive up to 500 gallons of industrial and/or hazardous liquid waste per year from individual SQWG located within the Region of Hamilton-Wentworth. The results and data from the pilot project will then be used to formulate provincial legislation.

On behalf of the City of Hamilton, the Regional Environment Department staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal. The circumstances for the proposed project in 1994 have not changed in any respect and City and Regional staff are completely satisfied with the process and direction the proponent and the MOEE have taken to re-introduce this useful service.

SUBJECT: Hotz Environmental Services Inc. revisiting application for amendment to Waste Disposal Site (Transfer), 239 Lottridge Street, File No. A100146

The City acknowledges and supports Hotz Environmental Services Inc.'s work with household hazardous waste (Hotz is currently the contractor responsible for operating and managing the Region's Household Hazardous Waste Program) and their efforts to expand their current operations. Hotz's initiative to provide an additional service to industrial, commercial and institutional (ICI) generators of small quantities of hazardous waste will minimize waste generation and maximize resource conservation. This level of service is currently not economically or logistically provided to the ICI small generators, thus Hotz's strategy will make this needed service more accessible to this specific sector of waste generators.

This venture will improve the local economy and generate full-time employment opportunities in the short and long-term, especially those involved in the environmental industry. Expanding their current operations will assist Hotz to avoid annual seasonal lay-offs.

Hotz Environmental Services Inc. currently operates and manages a permanent household hazardous waste, industrial waste management disposal and recycling facility at 239 Lottridge street in Hamilton. Hotz has been responsible for operating and managing the Region's Household Hazardous Waste Program since its inception in 1990. Over 180 000 litres of household hazardous wastes, such as paints, battery acid, and cleaning fluids and powders, are collected and processed annually at the existing Hotz facility.

In 1995, Hotz Environmental Services Inc. was awarded the Ontario Waste Minimization Award by the Recycling Council of Ontario for their innovative recycling practices and for developing new markets offshore for re-manufactured paints.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 24
SWE 308-07-H C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday, Senior Director
Environmental Services

SUBJECT: **Hotz Environmental Services Inc.**
Amendment to Certificate of Approval No. A100146

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving an amendment to their Certificate of Approval, No. A100146, for their facility located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the preparation of the amendments to the Certificate of Approval regulating the operation of Hotz Environmental Services Inc..

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N\A

Cont'd...

Hotz Environmental Services Inc.
Amendment to Certificate of Approval No. A100146

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has received an application from Hotz Environmental Services Inc. to amend their Provisional Certificate of Approval (C of A), No. A100146, for their site located at 239 Lottridge Street, Hamilton, Ontario.

During 1994, Hotz Environmental Services Inc. proposed a two year pilot project to examine an alternative means for small businesses to properly and responsibly manage their liquid and hazardous wastes. The pilot project was the result of recommendations regarding Small Quantity Hazardous Waste (SQHW) collections contained in a study conducted by R. Cave and Associates Ltd. on the generation of small quantity hazardous wastes in the Region of Hamilton-Wentworth. The study determined that present regulations make the cost of SQHW collections and disposal unaffordable to small and medium sized businesses. The study was commissioned by Environment Canada in association with the Ontario MOEE, and the Regional Municipality of Hamilton-Wentworth.

An information report concerning the pilot project was sent to the Transport & Environment Committee on February 17, 1994. Although Hotz's proposal and its idea are fully supported by MOEE staff, their Legal Services Branch could not find a suitable section in the current antiquated legislation to approve the pilot study. As a result of this inadequacy in the Province's legislation the SQHW pilot project had to be aborted. In order to revive this project Hotz officials have opted to use a more viable approach, whereby they simply ask for an amendment to their present C of A to accept limited quantities of industrial waste, which is a routine approval process by the Ministry that does not require special considerations and legal opinion.

Under their current C of A Hotz Environmental Inc is permitted to:

i) Operate a permanent Household Hazardous Waste (HHW) Depot for the Region of Hamilton-Wentworth

ii) Receive and repackage HHW collected from other municipalities

iii) Operate a Small Quantity Exempted Waste Program

Hotz has requested an amendment to their C of A to receive limited quantities of industrial "Subject" waste, in addition to their aforementioned operations. The proposed industrial

Cont'd...

Hotz Environmental Services Inc.
Amendment to Certificate of Approval No. A100146

BACKGROUND: (Cont'd)

transfer station will operate within the same site as the existing HHW depot, however, each operation will be kept totally separate in all aspects.

The proposed amendment does not alter the existing facility or operation, except for two minor changes which are essential to streamline the operation and control the industrial waste. The two changes are:

1) Broaden Ministry's waste classes in order to specify industrial waste more precisely than the use of miscellaneous categories adopted to classify a wide range of household hazardous wastes.

2) A 500 drum storage capacity to be operated independently and physically separate from the HHW operations.

Hotz would like to expand its current operations for receiving, and temporary storage of industrial waste, to a maximum of 500 drums, or equivalent volume, at any one time. The existing operations' warehouse will easily accommodate the proposed storage. The industrial waste will be stored in a designated area, segregated by waste class and separate from the HHW storage. Segregated by waste class, completed drums from HHW operations and industrial operations will be stored together awaiting final off-site shipment.

In order to capture as much small quantity commercial/industrial waste as possible, Hotz proposes to accept the complete range of waste classes, as outlined in the new Ontario Waste Classes, January, 1986, with the exception of: PCB's, radioactive, explosive and pathological waste.

The MOEE has asked the City of Hamilton for comments on this application with respect to any specific City requirements or concerns. Staff performed a site visit on January 27, 1995 to obtain a copy of the proponent's proposal and to determine if there were any outstanding municipal concerns. The site visit confirmed that current operations are being carried out in accordance with the proponent's current Operation and Management Plan.

In order to satisfy the City's regulatory mandate, as well as the Ministry's request for comments, staff from various City departments were requested to review the background documentation provided by Hotz Environmental Services Inc. and prepare a report on any comments or concerns they might have on the proposed facility. Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Noise Control, Building Department, Fire Department are appended to this report. The responses support the proposal as it complies to the City of Hamilton Official Plan and all relevant City By-laws.

CR\ p:\ltc\hotz
Attach

CITY OF HAMILTON

-INFORMATION-

DATE: February 17, 1994
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday
Senior Director
Environmental Services

SUBJECT: **Small Quantity Hazardous Waste Pilot Project**

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Hotz Environmental Services will be undertaking a two year pilot project to examine the viability of providing an alternative means for small businesses to properly and responsibly manage their liquid industrial and hazardous wastes.

As part of a two year pilot project to provide a more effective service to small quantity hazardous waste (SQHW) generators, the Ministry of Environment and Energy (MOEE) has amended Hotz Environmental Services' Provisional Certificate of Approval (C of A). The amendment will allow Hotz to receive up to 100 gallons of liquid industrial and/or hazardous waste per year from individual SQHW generators located within the Region of Hamilton-Wentworth and simplify the administrative requirements for the generator.

This pilot project is the result of recommendations regarding SQHW collections contained in a study conducted by R. Cave and Associates Ltd. on the generation of small quantity hazardous wastes in the Region of Hamilton-Wentworth. The study found that present regulations make the cost of SQHW collections and disposal unaffordable to small and medium sized businesses.

Cont'd...

Small Quantity Hazardous Waste Pilot Project

BACKGROUND:(Cont'd)

The study was commissioned by Environment Canada in association with the Ontario Ministry of Environment and Energy, and the Regional Municipality of Hamilton-Wentworth. A project synopsis of R. Cave and Associates' study has been attached as further information.

Hotz Environmental Services will be required to maintain accurate records of SQHW collections and provide summary reports to the Ministry on a regular basis. None of the other conditions on Hotz's C of A will change, particularly the types of waste permitted, waste processing, or maximum storage capacity.

Hotz Environmental Services has very successfully operated a permanent hazardous waste collection facility in Hamilton, for the last 3 years. Hotz diverts liquid and hazardous wastes from landfill and incinerators while promoting the 3Rs initiatives set out by the MOEE. Hotz Environmental Services' current C of A allows for the operation of a collection, bulking and transfer facility for liquid and hazardous waste materials.

Hotz Environmental Services currently operates the Region of Hamilton-Wentworth's Household Hazardous Waste (HHW) depot as well as contracts with other municipalities in southern Ontario for their HHW days. The SQHW pilot project is independent of the Region's HHW contract with Hotz.

Hotz currently accepts SQHW from industrial, commercial and institutional (IC&I) sources generating less than 5 litres (approximately 5 kg) of liquid industrial and/or hazardous type waste per year. Due to MOEE regulatory restrictions many small business SQHW generators cannot take advantage of Hotz's current services. Hotz is unable to accept SQHW which exceed the 5 litre limit set out by MOEE regulations.

The 5 litre limit is very restrictive especially when compared with what the average home owner drops off at the HHW depot; approximately 20 to 40 litres per visit. SQHW generators must also use a MOEE licensed carrier to deliver their waste materials to Hotz placing another expensive barrier to their responsible waste management.

Under the pilot project SQHW generators will be able to deliver up to 100 gallons of liquid industrial waste per year directly to Hotz Environmental Services. It is generally recognized by Regional Waste Management Staff that there is a need for this type of service to small businesses in the Region of Hamilton-Wentworth.

01
CR\a:\u&c\SQWG.ESC
Attach

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 24

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: (a) Offer to Purchase (Highway Closure)
817 Stone Church Road East - Racing Construction Limited
(b) Offer to Purchase (Highway Closure)
821 Stone Church Road East - Mario Restauri

RECOMMENDATION:

(a) (i) That an Offer to Purchase (Highway Closure), duly executed by Racing Construction Limited (Mario Restauri, President), on 1997 February 20 and scheduled to close on or before 1997 September 30, for the lands composed of part of PIN 17125-0155, being part of Leaway Avenue, Registered Plan 1059, as closed by Judge's Order and registered as Instrument No. VM160037, designated as Part 3 on Plan 62R-11410 and part of Parcel "B", Registered Plan 1059, designated as Part 4 on Plan 62R-11410, having a frontage of 10.8 metres (35.4 feet) and a depth of 43.59 metres (143 feet) and municipally known as 817 Stone Church Road East, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $30,010. be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases(Sales)); and,

(ii) That the required deposit cheque in the amount of $3,001. be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

(b) (i) That an Offer to Purchase (Highway Closure), duly executed by Mario Restauri, on 1997 February 20 and scheduled to close on or before 1997 September 30, for the lands composed of part of PIN 17125-0155, being part of Leaway Avenue, Registered Plan 1059, as closed by Judge's Order and registered as Instrument No. VM160037, designated as Part 2 on Plan 62R-11410 and part of Parcel "B", Registered Plan 1059, designated as Part 5 on Plan 62R-11410, having a frontage of 10.05 metres (33 feet) and a depth of 43.59 metres (143 feet) and municipally known as 821 Stone Church Road East, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $30,010. be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases(Sales)); and,

(ii) That the required deposit cheque in the amount of $3,001. be held by the City Treasurer pending Council approval; and,

(iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(iv) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(2) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total amount of $60,020. be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)).

Although the property has not been assessed yet, it is estimated that each of the two (2) vacant lots will generate approximately $1,077. per year in realty taxes, and once a house is built on each property the tax revenue will increase.

BACKGROUND:

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) On 1996 March 14, City Council approved Item 6 of the 8th Report of the Finance and Administration Committee declaring the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 9th day of January 1997, to inform the public that the City intends to sell the said subject land;

(c) no appraisal of fair market value of the real property being sold was obtained as highway closures and sales are exempt from appraisal requirements of Section 193 of the Municipal Act.

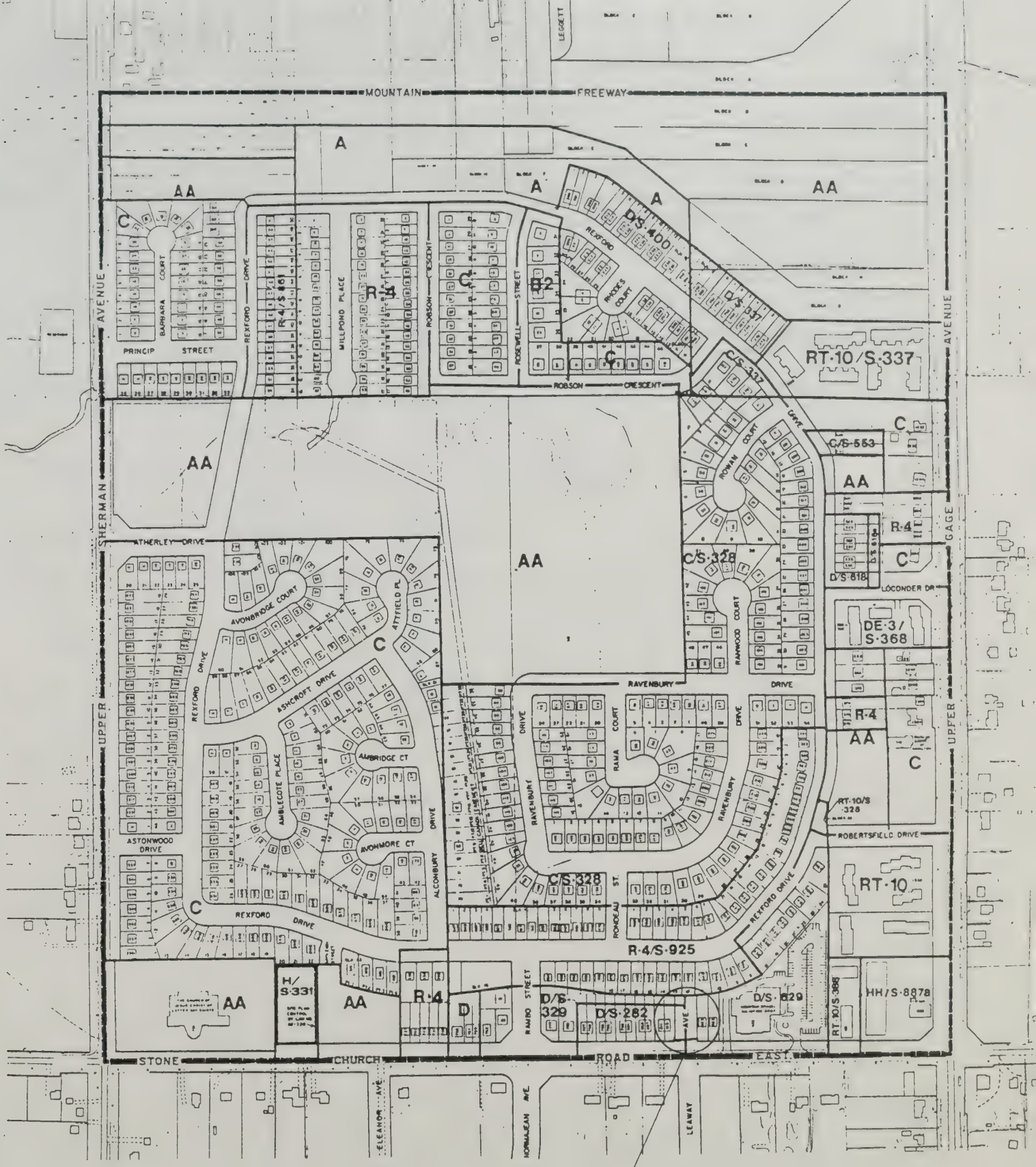
The subject property consists of two (2) single family residential lots with a 33 foot frontage on Stone Church Road East and a depth of 142 feet. The two (2) lots were created through closing an unopened road allowance (Leaway Avenue) by Judges Order. Subsequently, a minor variance was approved permitting two (2) single family lots with a frontage of 33 feet. On 1996 May 29, City Council approved the expenditure of a maximum of $23,000. to extend municipal water, sanitary sewers and storm water facilities to the property line of each lot, as part of the 1996 Stone Church Road Reconstruction and Widening Project. The cost of the servicing was charged to the Reserve for Property Purchases (Sales) account.

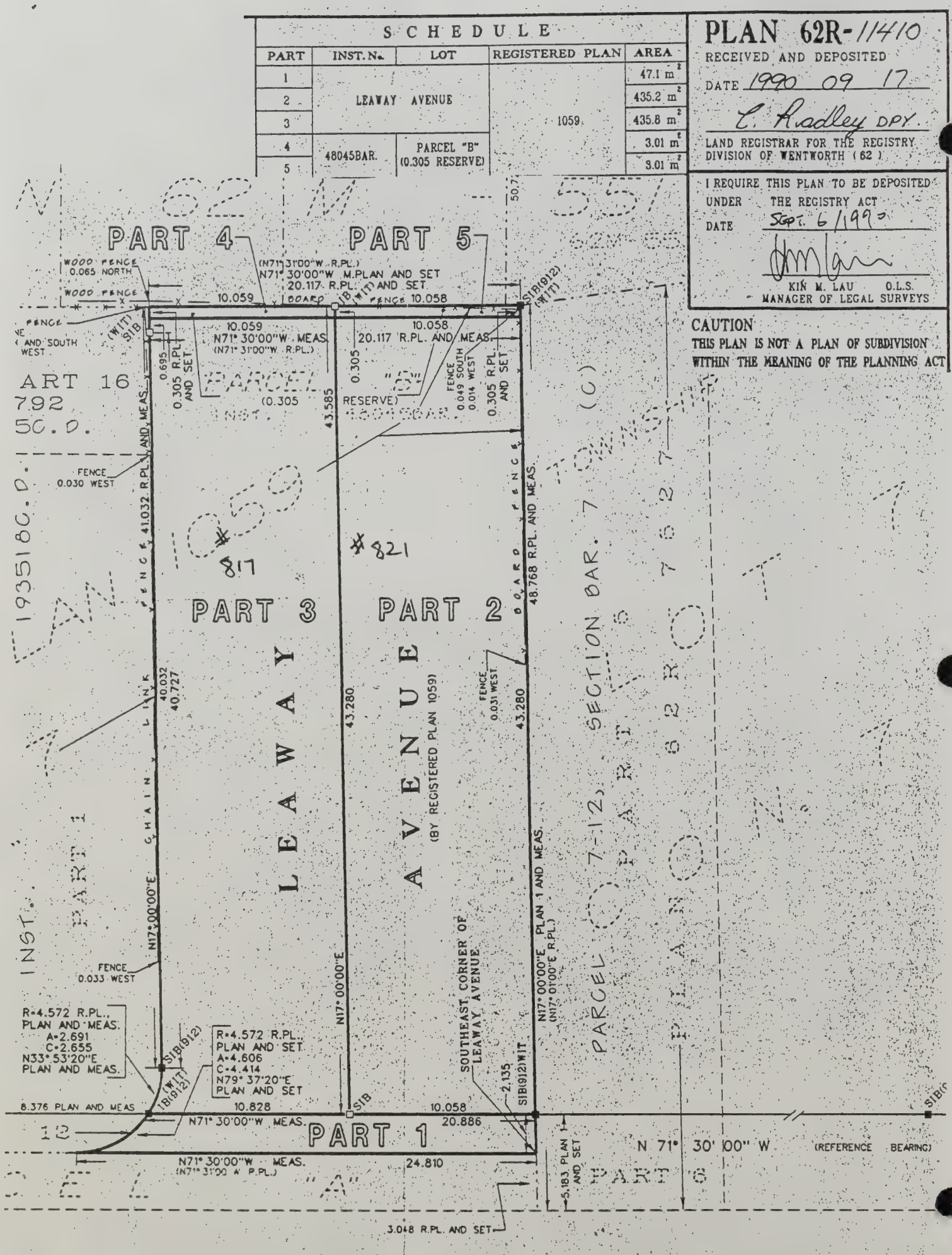
The lots, 817 and 821 Stone Church Road East, were advertised for sale by public tender for three (3) consecutive weeks (January 13-27, 1997) in the Hamilton Spectator. On 1997 February 6, the tender closed and the five (5) bids received for each lot ranged in value from $20,000. to $30,010. Although an appraisal is not required for the sale of a highway closure as part of the real property procedural by-law, an appraisal was completed by the Property Department in order to determine a reserve bid, and the sale price of the lots falls within the range of market value.

I therefore recommend acceptance of the $30,010. bid received from Racing Construction Limited and Mario Restauri for the lots located at 817 and 821 Stone Church Road East.

REL/nw

c.c. P. Noé Johnson, City Solicitor
Attention: J. Lessing
Allan C. Ross, Treasurer
L. King, Building Commissioner
K. M. Lau, Manager of Surveys, Roads Division
G. Aston, Director, Programming and Development
Attention: J. Clairmont


MOUNTAIN FREEWAY
SHERMAN AVENUE
UPPER GAGE AVENUE
ATHERLEY DRIVE
ROBSON CRESCENT
RAVENBURY DRIVE
ROBERTSFIELD DRIVE
STONE CHURCH ROAD EAST
REXFORD DRIVE
ROSEWELL STREET
RANWOOD COURT
RAMA COURT
RONDEAU ST.
RAMBO STREET
ELEANOR AVE.
NORMANDEAN AVE.
LEAWAY
LOCONDER DR.
ASTONWOOD DRIVE
AVONBRIDGE COURT
ATTFIELD PL.
ASHCROFT DRIVE
AMBRIDGE CT.
AMBLECOTE PLACE
AVONMORE CT.
ALCONBURY DRIVE
BARBARA COURT
PRINCIP STREET
WILLPOND PLACE
ROBSON CRESCENT
BRIDGES COURT
ROWAN COURT
R-4/S-861
D/S 400
D/S 337
C/S 337
RT-10/S-337
C/S-553
D/S 818
DE-3/S-368
RT-10/S-328
C/S-328
R-4/S-925
RT-10
H/S-331
D/S-329
D/S-282
D/S-629
HH/S-8878
RT-10/S-398
AA
A
B2
C
D
R-4


SCHEDULE
PART | INST. No. | LOT | REGISTERED PLAN | AREA
1 | LEAWAY AVENUE | | 1059 | 47.1 m²
2 | | | | 435.2 m²
3 | | | | 435.8 m²
4 | 48045BAR. | PARCEL "B" (0.305 RESERVE) | | 3.01 m²
5 | | | | 3.01 m²
PLAN 62R-11410
RECEIVED AND DEPOSITED
DATE 1990 09 17
C. Radley DPY.
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE Sept. 6/1990
KIN M. LAU O.L.S.
MANAGER OF LEGAL SURVEYS
CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT
PART 4
PART 5
PART 3
PART 2
PART 1
LEAWAY AVENUE
(BY REGISTERED PLAN 1059)
PARCEL "B" (0.305 RESERVE)
WOOD FENCE 0.065 NORTH
WOOD FENCE
FENCE AND SOUTH WEST
10.059
(N71° 31'00"W R.PL.)
N71° 30'00"W M.PLAN AND SET
20.117 R.PL. AND SET
BOARD FENCE
10.058
SIB(912) (W.I.T.)
50.7
0.695
0.305 R.PL. AND SET
10.059
N71° 30'00"W MEAS.
(N71° 31'00"W R.PL.)
0.305
10.058
20.117 R.PL. AND MEAS.
FENCE 0.049 SOUTH 0.014 WEST
0.305 R.PL. AND SET
43.585
FENCE 0.030 WEST
41.032 R.PL. AND MEAS.
48.768 R.PL. AND MEAS.
BOARD FENCE
#817
#821
CHAIN LINK FENCE
40.032
40.727
43.280
43.280
FENCE 0.031 WEST
N17° 00'00"E
FENCE 0.033 WEST
R=4.572 R.PL., PLAN AND MEAS.
A=2.691
C=2.655
N33° 53'20"E PLAN AND MEAS.
SIB(912) (W.I.T.)
IB(912)
R=4.572 R.PL., PLAN AND SET
A=4.606
C=4.414
N79° 37'20"E PLAN AND SET
SOUTHEAST CORNER OF LEAWAY AVENUE
2.135
SIB(912)W.I.T.
N17° 00'00"E PLAN 1 AND MEAS.
(N17° 01'00"E R.PL.)
8.376 PLAN AND MEAS
10.828
SIB
10.058
20.886
N71° 30'00"W MEAS.
(N71° 31'00" W R.PL.)
24.810
5.183 PLAN AND SET
N 71° 30' 00" W (REFERENCE BEARING)
3.048 R.PL. AND SET
PART 16 792 S.D.
INST. 1935180 S.D.
PLAN 62R-7512, SECTION BAR. 7 (C)
PARCEL 1 PLAN 62R-7512
STONE CHURCH ROAD EAST
REGIONAL ROAD No. 116

2.

CITY COUNCIL
HAMILTON, CANADA

Alderman Vince Agro

71 MAIN STREET WEST L8N 3T4 • (905) 546-2711 • RES. (905) 528-2009 - WARD 2

18 February 1997

Memo to: Mr. Marty Hazell, Manager of Community Traffic Services

From: Alderman Vince Agro, Ward 2

RE: **CORKTOWN NEIGHBOURHOOD ASSOC. - SAFETY CONCERNS**

Thank you for your report of January 17, 1997 with respect to the above.

The Corktown Association and other concerned parties appreciate your recommendations for a 4 way stop at Walnut & Forest and at Ferguson & Forest; however it is their belief that Wellington & Stinson and Jackson & Spring definitely need a 4 way stop.

Could you please arrange to have these two locations placed on the agenda of the Transport & Environment Committee. Also could you please advise my office in advance as to what date this will be on the agenda.

Thank you in advance for your cooperation in this important matter.

VJA:sn

c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee
Mr. H. Costie, President, Corktown Assoc., 11 Liberty St., Hamilton, L8N 2N5
Ms. M. Randall, Principal, Victoria School, 201 Walnut S., Hamilton, L8N 2M2
Ms. E. Simon, Principal, St. Patrick School, 20 East Ave. S., Hamilton, L8N 3X1
Ms. M. Sholz, 184 Jackson St. E., Hamilton, L8N 1L4
Ms. D. Wood, 119 Catharine St. S., Hamilton, L8N 2J5
Dr. J. Johnston, 183 Chedoke Ave., Hamilton, L8P 4P2
Mr. F. Salvatori, 9 Kingsway Dr., Hamilton, L8N 2H3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 20
File No. TEC-044-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Stinson Street and Wellington Street South and Jackson Street East and Spring Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for all-way stop control at the intersections of Stinson Street and Wellington Street South and Jackson Street East and Spring Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control would result in the increased motor vehicle operating costs in the order of $80,000 annually at the intersection of Stinson and Wellington and in the order of $10,000 annually at the intersection of Jackson and Spring.

BACKGROUND:

Aldermen William McCulloch and Vince Agro advised staff of requests from the Corktown Neighbourhood Association that all-way stop control be implemented at eight intersections within the Corktown Neighbourhood. Staff recommended and the City Council, at its meeting of 1997 January 28, approved the implementation of all-way stop control at two of the eight intersections. Alderman Vince Agro has requested that staff prepare a report for two additional intersections.

Intersection of Stinson and Wellington

The subject intersection is a "T" type intersection, and presently, westbound traffic on Stinson is required to stop for northbound and southbound traffic on Wellington. Records indicate that this intersection has experienced an average of 1.2 collisions per year over the past 7.75 years. This is a good collision record for this type of intersection. A review of this intersection has revealed that all signs are well located and readily visible. Also, there is a school crossing guard for the morning and evening crossing periods at this location.

Staff has assessed this request and has its usual concerns respecting the use of unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic and unwarranted stop signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Stinson and Wellington.

Intersection of Jackson and Spring

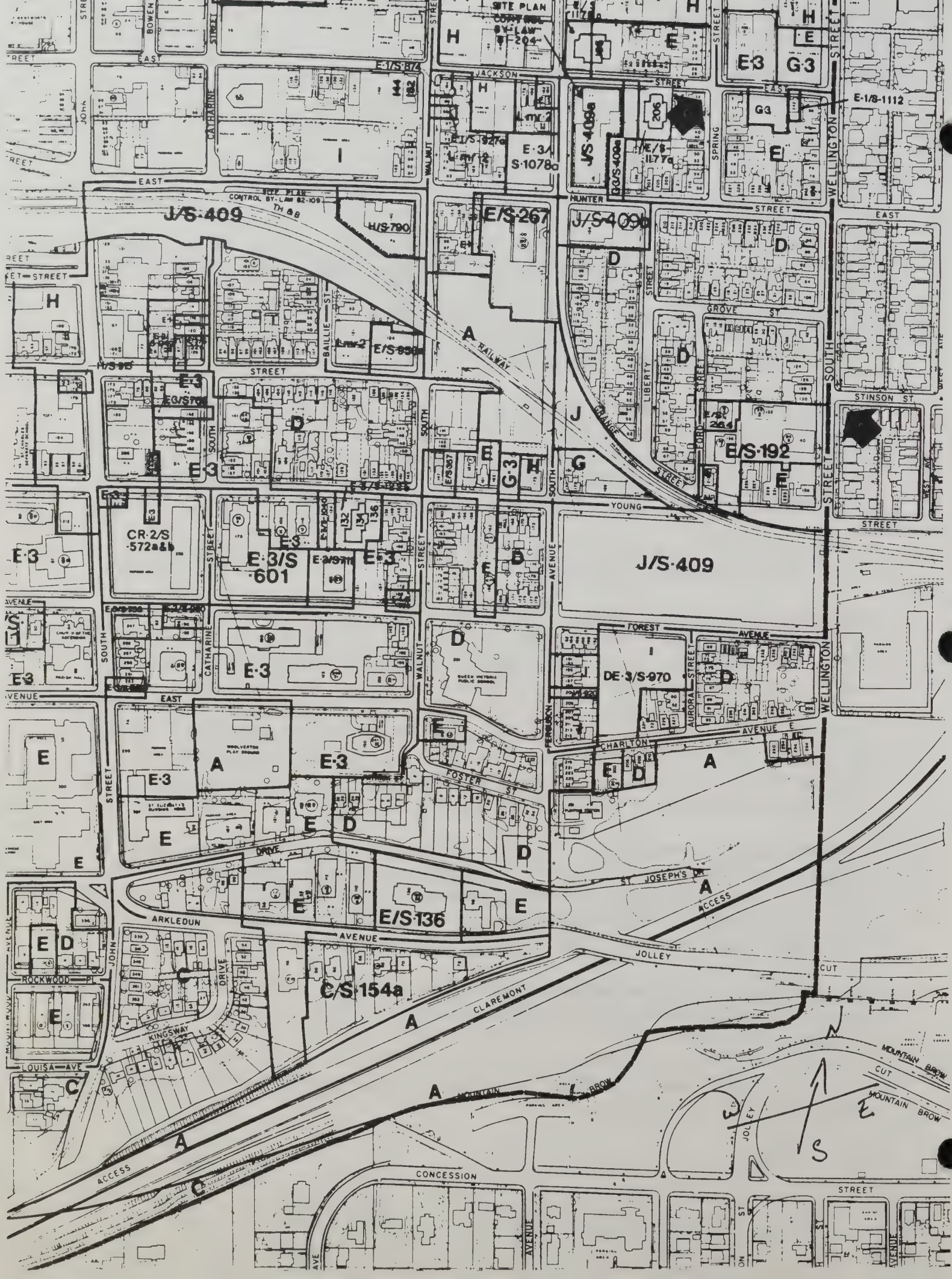
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Spring is required to stop for eastbound and westbound traffic on Jackson. Records indicate that, prior to the spring of 1989, the intersection experienced an average of 3.77 collisions per year. However, in the spring of 1989, a southbound left-hand stop sign was installed, as well as corner clearances on the north side of Jackson, east and west of Spring. Since that time, the intersection has experienced an average of only 1.2 collisions per year. This is a good collision record for this type of intersection.

Staff has assessed this request and has its usual concerns respecting the use of unwarranted all-way stops, including the fact that there is no longer a collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no affect on the speed or volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the compliance with stop signs is deteriorating every year.

Presently, there are three eastbound/westbound stops on Jackson within four blocks of this intersection. Staff would consider an additional stop at this intersection to be over-restrictive and unnecessary.

For the above-noted reasons, staff does not support the request for all-way stop control at the intersection of Jackson and Spring.

CVB/MBH/kg


J/S-409
E/S-267
J/S-409b
E/S-192
J/S-409
CR-2/S-572a&b
E-3/S-601
DE-3/S-970
E/S-136
C/S-154a
EAST
STREET
SOUTH
WELLINGTON
YOUNG
FOREST
AVENUE
CHARLTON
AVENUE E
FOSTER
ST
DRIVE
ARKLEDUN
AVENUE
ROCKWOOD PL
LOUISA AVE
KINGSWAY
DRIVE
CLAREMONT
ACCESS
JOLLEY
CUT
MOUNTAIN BROW
CONCESSION
STREET
HUNTER
STREET
JACKSON
STREET
GROVE
ST
STINSON ST
RAILWAY
RANGE
STREET
WALNUT
STREET
CATHARINE
STREET
BAILLIE
ST
JOHN
STREET
BOWEN
STREET
SPRING
STREET
LIBERTY
STREET
PERCIVAL
AVENUE
AURORA
STREET
ST JOSEPH'S DR
ACCESS
JOLLEY
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MOUNTAIN BROW
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CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 March 3
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. **ADOPTION OF THE MINUTES**

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 February 3.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) Gladstone Avenue between Main Street East and Delaware Avenue

(b) Delbrook Court between Stroud Road and the west curb line of Delbrook Court

(c) West side of Haddon Avenue South, north of Main Street West

(d) No. 40 Stapleton Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(e) No. 480 Mary Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) No. 196 Weir Street North
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) MacNeill Baptist Church, 1145 King Street West

(h) Franklin Road Public School, 500 Franklin Road

(i) West side of Kenora Avenue, south of Barton Street East

(j) No. 64 East 13th Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(k) No. 25 Keith Street
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(l) Central Avenue, east of Beland Avenue South

ii. **Miscellaneous**

(a) Poulette Street, north of Canada Street - Removal of a Loading Zone

(b) Appointment of Parking Control Officers

(c) Grosvenor Avenue and Main Street East - School Crossing Guard

(d) School Bus Loading Zone on Queensdale Avenue East adjacent to Queensdale School

iii. **City Engineer**

(a) 1997 Servicing Expenditures Related to Subdivisions

(b) To Incorporate certain City Land into various streets by By-laws

(c) Amendment to the City's Modified Subdivision Agreement with James and Dorothy Zaborsky for Land Division Committee Applications H-18-96 and H-19-96

C. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

Regional Municipality of Hamilton-Wentworth conveyance to the Corporation of the City of Hamilton of Parts 5 and 6 on Plan RB-H-560 to be incorporated into Pritchard Road by City By-law.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

2(A)

Monday, 1997 February 3
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman M. Kiss
Alderman G. Copps
Alderman B. Morelli
Alderman C. Collins
Alderman F. D'Amico

Absent:
Mayor R. M. Morrow, City Business
Alderman V. J. Agro, City Business
Alderman T. Jackson, City Business

Also present:
Alderman M. Caplan
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. D. Powers, Law Department
Mr. G. Aston, Roads Department
Mr. K. C. Christenson, Secretary

1. **DELEGATION:**

Proposed Road Closure:
Dulgaren Street from the future Eaglewood Drive easterly for 62 metres

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Gerrara appeared before the Committee to express concern over the proposed road closure. Mr. Aston detailed the proposed road closure and addressed Mr. Gerrara's concerns. Following brief discussion, the Committee approved the following recommendation:

(a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unopened road allowance of Dulgaren Street from the future east limit of Eaglewood Drive easterly for 62 metres; and,

(b) That the Senior Director, Roads Department be directed to sign an affidavit setting out that no public funds have been expended on the portion of alleyway to be closed; and,

(c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City of Hamilton Law Department; and that the applicant be responsible for all fees payable in District Court; and,

(d) That the Applicant, prepare and register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the proposed closed portion is to be distributed to the abutting owners and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor; and,

(e) That the Senior Director, Roads Department authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990; and,

Provided the Judge's Order to close the unopened road allowance is granted:

(f) That the Senior Director, Roads Department be directed to prepare a by-law for the sale of the closed unopened road allowance to the abutting owner; and,

(g) That the City Clerk be directed to publish a notice pursuant to Section 30l of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law; and,

(h) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

2. CONSENT AGENDA

A. APPROVAL OF THE MINUTES

The minutes of the Transport and Environment Committee meeting of Monday, 1997 January 20 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Fairleigh Avenue North between King Street East and Wilson Street

The Committee was in receipt of a report dated 1997 January 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 11:00 a.m. to 3:00 p.m., 3rd Tuesday of each month April to November" regulation be implemented on the west side of Fairleigh Avenue North between King Street East and Wilson Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) Apartment Building at No. 107 St. Joseph's Drive

The Committee was in receipt of a report dated 1997 January 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of St. Joseph's Drive commencing at a point 332 feet east of John Street South and extending to a point 30 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Coronation Avenue, west of Parkdale Avenue South**

The Committee was in receipt of a report dated 1997 January 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 9:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Coronation Avenue commencing at Parkdale Avenue South and extending to a point 88 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Rennie Street between Parkdale Avenue North and Woodward Avenue**

The Committee was in receipt of a report dated 1997 January 17 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the north side of Rennie Street between Parkdale Avenue North and Woodward Avenue be revised to allow unrestricted parking on the north side from a point 54 feet east of Tate Avenue to a point 94 feet easterly therefrom; and,

(b) That a "No Stopping" regulation be implemented on the north side of Rennie Street commencing at Tate Avenue and extending to a point 54 feet easterly therefrom; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

Upper Gage Avenue at Terni Boulevard/Cadham Boulevard

The Committee was in receipt of a report dated 1997 January 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound and westbound traffic on Terni Boulevard/Cadham Boulevard be required to stop for southbound traffic on Upper Gage Avenue and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Miscellaneous**

(a) **Bozdech Steam Baths, 12 Holton Avenue North Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1997 January 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Karel Bozdech, owner of Bozdech Steam Baths, No. 12 Holton Avenue North, to execute a new boulevard parking agreement be approved, provided that:

(a) the applicant discharges the existing residential boulevard parking agreement registered as Instrument No. 436170 C.D. at the property owner's expense; and

(b) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14; and,

(c) the owner pays a one-time $50 registration fee, as approved by the City Council on 1986 January 14; and,

(d) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(e) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(f) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(g) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(b) **Robert Street Between James Street North and Hughson Street North**

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing parking meters on both sides of Robert Street between James Street North and Hughson Street North be changed from one hour to two hours in duration and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 343 Hunter Street West Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1997 January 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Henry and Anna Petz, owner of the five-unit apartment at No. 343 Hunter Street West, to execute a commercial boulevard parking agreement be approved, provided that:

(a) the applicant discharges the existing residential boulevard parking agreement registered as Instrument No. 34351 C.D. at the property owner's expense; and,

(b) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14; and,

(c) the owner pays a one-time $50 registration fee, as approved by the City Council on 1986 January 14; and,

(d) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(e) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(f) the driveway approach, parking area and other structures, as approved by the Commissioner of Public Works and Traffic, be constructed and maintained at the owner's expense; and,

(g) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(d) **Intersection of Cannon Street East and Lottridge Street School Crossing Guard Request**

The Committee was in receipt of a report dated 1997 January 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Cannon Street East and Lottridge Street during the morning and evening school crossing periods only; and,

(b) That said assignment be subject to the approval of an expansion package totalling approximately $4,000, plus administrative costs, which will be presented during the 1997 Current Budget Deliberations.

(e) **Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys**

The Committee was in receipt of a report dated 1997 January 30 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the appropriate by-law to amend By-law No. 10605 respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

iv. **City Engineer**

(a) **To Incorporate Certain City Land into Various Streets By-laws**

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) The following City land be incorporated into the following street:
Acadia Drive Block 53, 58 and 59 Plan 62M-743; and,

(b) That the by-law to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws.

(b) **Temporary Encroachment Agreement - Vansitmart Avenue**

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Ministry of Environment and Energy, to maintain the encroachment of an Air Quality Station, encroaching by approximately 3m x 2.5m over the road allowance of Vansitmart Avenue, be approved, subject to the following:

That the Ministry of Environment and Energy provide proof of $2,000,000 public liability insurance, naming the City and Region as added insured parties, saving the City and Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(c) **Encroachment Agreements**

The Committee was in receipt of a report dated 1997 January 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", attached hereto, be approved, provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

(d) **1997 Servicing Expenditures Related to Subdivisions City of Hamilton Land Severance Applications B-96:2 and B-96:3**

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Modified Subdivision Agreement with the Owner for the estimated costs of services in:

City of Hamilton Land Severance Applications B-96:2 and B-96:3

City's Share, $ - NIL -, Owner's Share, $45,675.57; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement between the City and the Owner of the lands under the City of Hamilton Land Severance Applications B-96:2 and B-96:3, as well as any other related documents for this development subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the necessary deeds have been endorsed; and,

(d) That in the event that the Owner wishes to proceed prior to the endorsement of their deeds and Modified Subdivision Agreement being registered, the Owner should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

(e) **City of Hamilton's "Flat Rate Fee" for the recovery of servicing costs associated with 0.30 metre reserves**

The Committee was in receipt of a report dated 1997 January 23 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City's "Flat Rate Fee" for the recovery of outstanding City of Hamilton municipal servicing costs along 0.30 metre reserves, be adjusted from the present rate of $300 per metre of property frontage and/or flankage to $330 per metre of property frontage and/or flankage for 1997; and,

(b) That the revised "Flat Rate Fee" be applied to all costs recovered in 1997 along 0.30 metre reserves after adoption of the proposed rate in sub-section (a) above.

C. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of an information report dated 1997 February 3rd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	DateDistributed
January 20	Commissioner of Public Works and Traffic	1996 City Construction Program Status and Schedule as of Status and Schedule as of 1997 January 20	1997 January 24

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

(a) **1997 Proposed Road and Sidewalk Capital Improvement Programme**

The Committee was in receipt of a report dated 1997 January 29 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman D'Amico noted that the Hamilton-Halton Homebuilders Association had planned construction work in the area of King William Street. He suggested that City staff meet with the Homebuilders Association to co-ordinate the two construction projects. Following further discussion, the Committee approved the following recommendation:

(a) That the proposed 1997 Road and Sidewalk Capital Improvement Programme in the amount of $7,371,000 attached hereto as Appendix "B", be approved; and

(b) That the Commissioner of Public Works and Traffic and the Commissioner of Transportation be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received; and,

(c) That the Commissioner of Transportation be authorized on an interim basis to proceed with the calling of tenders for projects in the Programme up to a maximum of $5,000,000 prior to the final Capital Budget approval.

(b) **Petition Requesting the Elimination of the Requirement for Boulevards on Jacqueline Boulevard**

The Committee was in receipt of a report dated 1997 January 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be directed to eliminate the requirements for boulevards on Jacqueline Boulevard, in the "Allison Estates - Phase 1" subdivision.

4. **CITY SOLICITOR**

Elmore Drive - Expropriation to Acquire Land

The Committee was in receipt of an added report from the City Solicitor distributed at the meeting date 1997 January 27 respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That, in order to acquire two parcels of vacant land for highway and municipal purposes to complete the extension of Elmore Drive, and in accordance with the Expropriations Act, the City Clerk be authorized and directed to undertake the following steps to commence expropriation of the said two lands, each measuring 33 feet by 100 feet and described as Parts 2 and 5, Plan 62R-11322, being rear portions of two properties known as Nos. 1472 and 1496 Upper Gage Avenue:

(a) give Notice of the City's application to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said lands; and,

(b) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,

(c) sign and receive the said application for approval of these expropriations.

Note: Alderman G. Copps recorded opposed.

5. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 February 3rd

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 10
File No. TEC-030-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Gladstone Avenue between Main Street East and Delaware Avenue - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the west side and the "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of Gladstone Avenue between Main Street East and Delaware Avenue be replaced with an "Alternate Side Parking" regulation on both sides of the street in this block such that parking is prohibited:

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October, and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October, and November and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

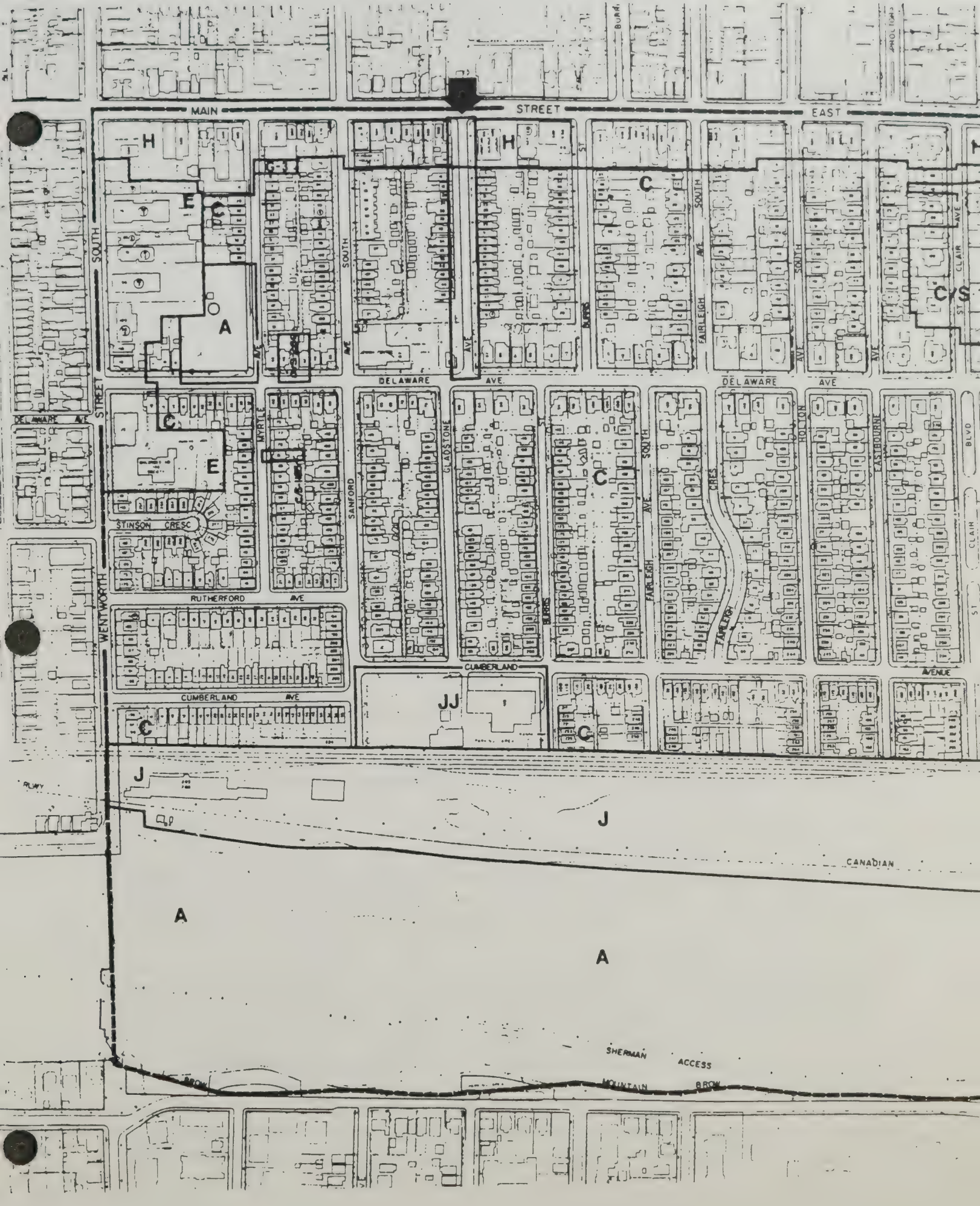
BACKGROUND:

As a result of a petition signed by representatives of 25 of the 37 abutting residential properties, the City Council at its meeting held 1996 September 24, approved the removal of an "Alternate Side Parking" regulation and the implementation of a "No Parking" regulation on the west side and a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of Gladstone between Main and Delaware. The signs were erected shortly thereafter. The resident who circulated the petition had expressed concern that there are more parking spaces on the east side than there are on the west side and that there is long-term non-resident parking by customers of area businesses.

Staff has since received a petition signed by representatives of 25 of the 37 residential properties abutting Gladstone between Main and Delaware, requesting that the "Alternate Side Parking" regulation be re-instated in this block. All 25 petitioners are in favour of reinstating the regulation. Fifteen of the 25 petitioners had also signed the original petition requesting that the "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side and a time limit regulation on the east side.

Gladstone has a 24 foot pavement width, and presently there is a "No Parking" regulation on the west side and a "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of the street in this block. The resident that circulated the petition advised that the residents were dissatisfied with the present parking regulations and are requesting that the previous "Alternate Side Parking" regulation be restored. Since the regulations have been implemented for only a short period of time and since 68 percent of the abutting residents support the requested regulation change, staff does not have any serious objections to removing the existing "No Parking" regulation on the west side and the time limit regulation on the east side and reinstating an "Alternate Side Parking" regulation on both sides of the street in this block.

CVB/MBH/smg


MAIN STREET EAST
DELAWARE AVE
RUTHERFORD AVE
CUMBERLAND AVE
STINSON CRESC
WENTWORTH STREET SOUTH
SANFORD AVE SOUTH
GLADSTONE AVE
MYRTLE AVE
FAIRLEIGH AVE SOUTH
BURRIS ST
HOLTON AVE SOUTH
CRES
FAIRLEY
EASTBOURNE AVENUE
CLAIR AVE ST
BLVD
CANADIAN
SHERMAN ACCESS
MOUNTAIN BROW
PLWY
H
E
A
C
J
JJ

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13
File No. TEC-035-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Delbrook Court between Stroud Road and the west curb line of Delbrook Court - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Delbrook Court between Stroud Road and the west curb line of Delbrook Court and that the City Traffic By-law 89-72 amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has forwarded a request from Ms. Hope Leon, 35 Delbrook Court, that a "No Parking" regulation be implemented on the north side of Delbrook between Stroud and the west curb line of Delbrook to facilitate two-way traffic flow.

Delbrook has a 29 foot pavement width, and presently, there is unrestricted parking on the north side and a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of the street in this block. The implementation of the requested regulation would be consistent with the parking regulations in the block to the west as there is a "No Parking" regulation on the north side and a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of the street. Ontario Hydro's property abuts the north side of Delbrook in the subject block. Staff has confirmed that parked vehicles in this area do obstruct two-way traffic flow to some degree, and therefore, concurs with the request. Alderman Mary Kiss has also advised that she supports this request.

The implementation of the requested regulation would result in the loss of seven on-street parking spaces. However, since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/kg


MAIN
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H/S-74
DE
D/S-25
C
C
C
C
C
J
A
A
A
DE-3
S-981
C-975
WESTWOOD AVENUE
SUSSEX STREET
BROADWAY
BOWMAN STREET
WINSTON AVENUE
STROUD ROAD
DALEWOOD GARY
HADDON AVENUE
SOUTH HADDON AVENUE
CLINE AVENUE
BAXTER STREET
THBB RAILWAY
AVENUE
WINSTON PLACE
ROYAL AVENUE
WILMONT COURT
DELBROOK COURT
H E P C
CHEDOKE

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 12
File No. TEC-032-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West side of Haddon Avenue South, north of Main Street West - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the west side of Haddon Avenue South commencing at Main Street West and extending to a point 277 feet northerly therefrom and that the City Traffic by-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ann Luxon, Acting Principal of Dalewood Public School, 1150 Main Street West, that a "No Stopping" regulation be implemented on the west side of Haddon Avenue South in front of the School.

Haddon has a 24-foot pavement width, and presently, parking is prohibited on the west side and there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area.

Ms. Luxon has expressed concern regarding parents loading and unloading their children in the signed "No Parking" area and has requested that this area be signed with a "No Stopping" regulation to prevent children from crossing Haddon between parked cars on the west side of the street.

The implementation of the requested regulation will not result in a loss of parking as this area is presently signed with a "No Parking" regulation. Parents may continue to load/unload on the east side of the street directly across from the school or on the west side of the street in the northerly half of the block. Therefore, staff concurs with the request.

CVB/smg


BOWMAN ST
MAIN
FORSYTH
SOUTH
AVE
FORSYTH
TRAYMORE
AVE
ARNOLD
KING
FORSYTH PL
STERLING
MAYFAIR
OAKWOOD
PL
15
ROAD
WHITTON
STROUD
ROAD
DALEWOOD
AVENUE
DALEWOOD
AVENUE
DALEWOOD
STREET
STREET
DROMORE
CRESCENT
GARY
AVENUE
C
HADDON
AVENUE
SOUTH
HADDON
AVENUE
S.
HADDON
STREET
AVENUE
WEST
CLINE
AVENUE
SOUTH
CLINE
CLINE
AVENUE
S.
CLINE
AVENUE
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Q

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 11
File No. TEC-031-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 40 Stapleton Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Stapleton Avenue commencing at a point 267 feet south of Grenfell Street and extending to a point 17 feet southerly therefrom, and on the east side of Stapleton Avenue commencing at a point 191 feet south of Grenfell Street and extending to a point 19 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. William Thomas, 40 Stapleton Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

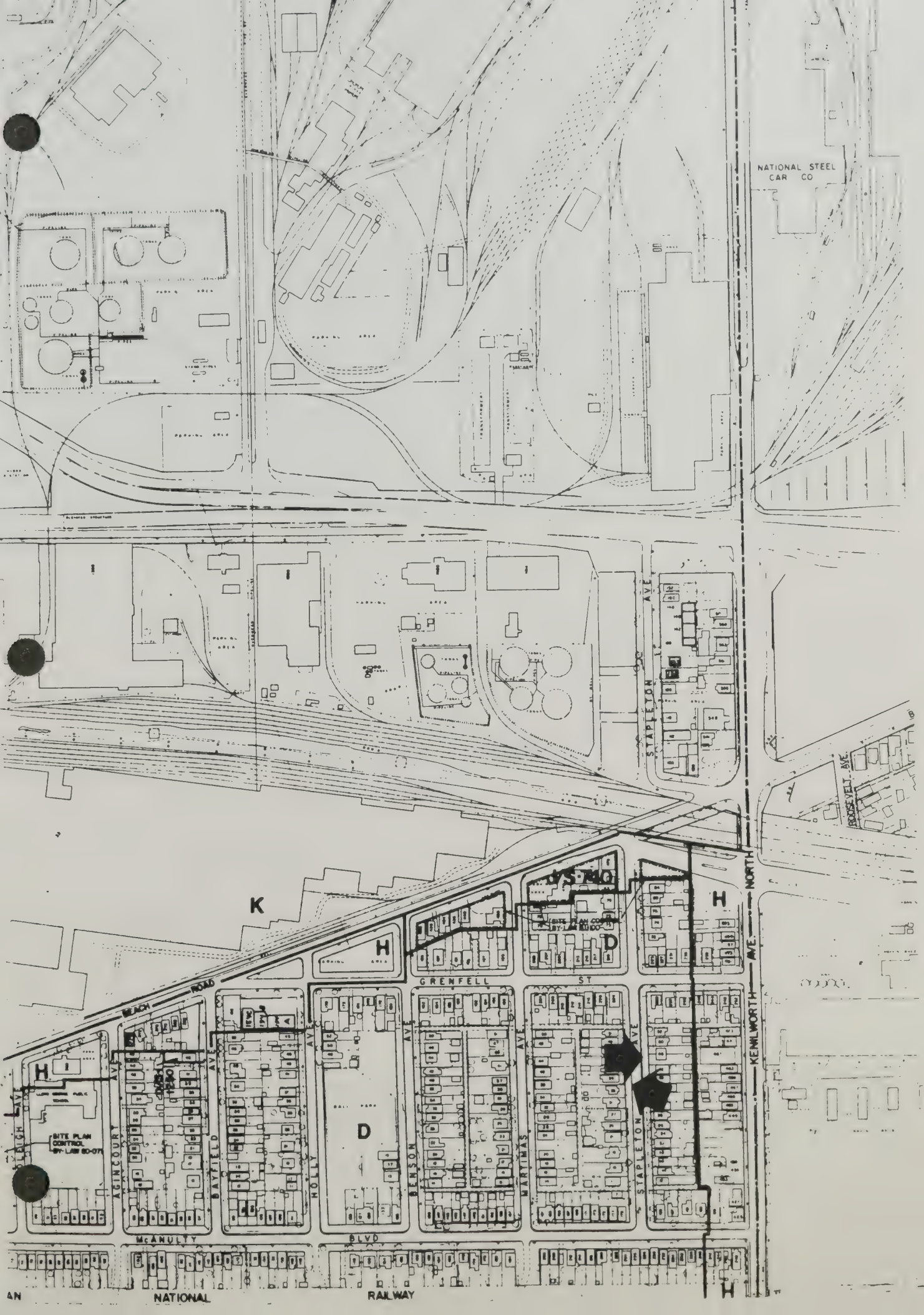
BACKGROUND:

Staff has received a request from Mr. William Thomas, 40 Stapleton Avenue, that a reserved "Permit Parking" space be designated on both sides of the street in the area of his home since he is disabled.

Stapleton has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. There is a fire hydrant directly in front of Mr. Thomas' home. However, staff has been advised that Mr. Doug Steven, 46 Stapleton Avenue, supports the implementation of a reserved "Permit Parking" space in front of his home on the east side of the street for use by Mr. Thomas and that Ms. Smith, 35 Stapleton Avenue and Mr. Bonds, 39 Stapleton Avenue, support the implementation of a reserved "Permit Parking" space partially in front of their homes on the west side of the street for use by Mr. Thomas.

The City of Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Thomas possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/smg


NATIONAL STEEL CAR CO
STAPLETON AVE
ROOSEVELT AVE
KENILWORTH AVE. NORTH
GRENFELL ST
BEACH ROAD
AGINCOURT AVE
BAYFIELD AVE
HOLLY AVE
BENSON AVE
MARTINAS AVE
STAPLETON AVE
McANULTY BLVD
NATIONAL RAILWAY
K
H
D
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H
SITE PLAN CONTROL BY-LAW 80-071

2(B)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 5
File No. TEC-028-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 480 Mary Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing at a point 98 feet south of Macauley Street East and extending to a point 18 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Ron Hill, 480 Mary Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Ron Hill, 480 Mary Street, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of his home, since he is disabled.

Mary has a 28-foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Ron Hill possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


E/S 28
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J
K
BROCK
STREET
NORTH
ST
MARY
EAST
BURLINGTON
JOHN
CATHARINE
WOOD
MACAULEY
PICTON
ST.
AVENUE
WELLINGTON
FERGUSON
FERRIE
SIMCOE
STRACHAN
509
193
195
367
363
WAY FREIGHT YARDS

2(B)(i)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13
File No. TEC-033-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 196 Weir Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Margaret Crookshanks, 196 Weir Street North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

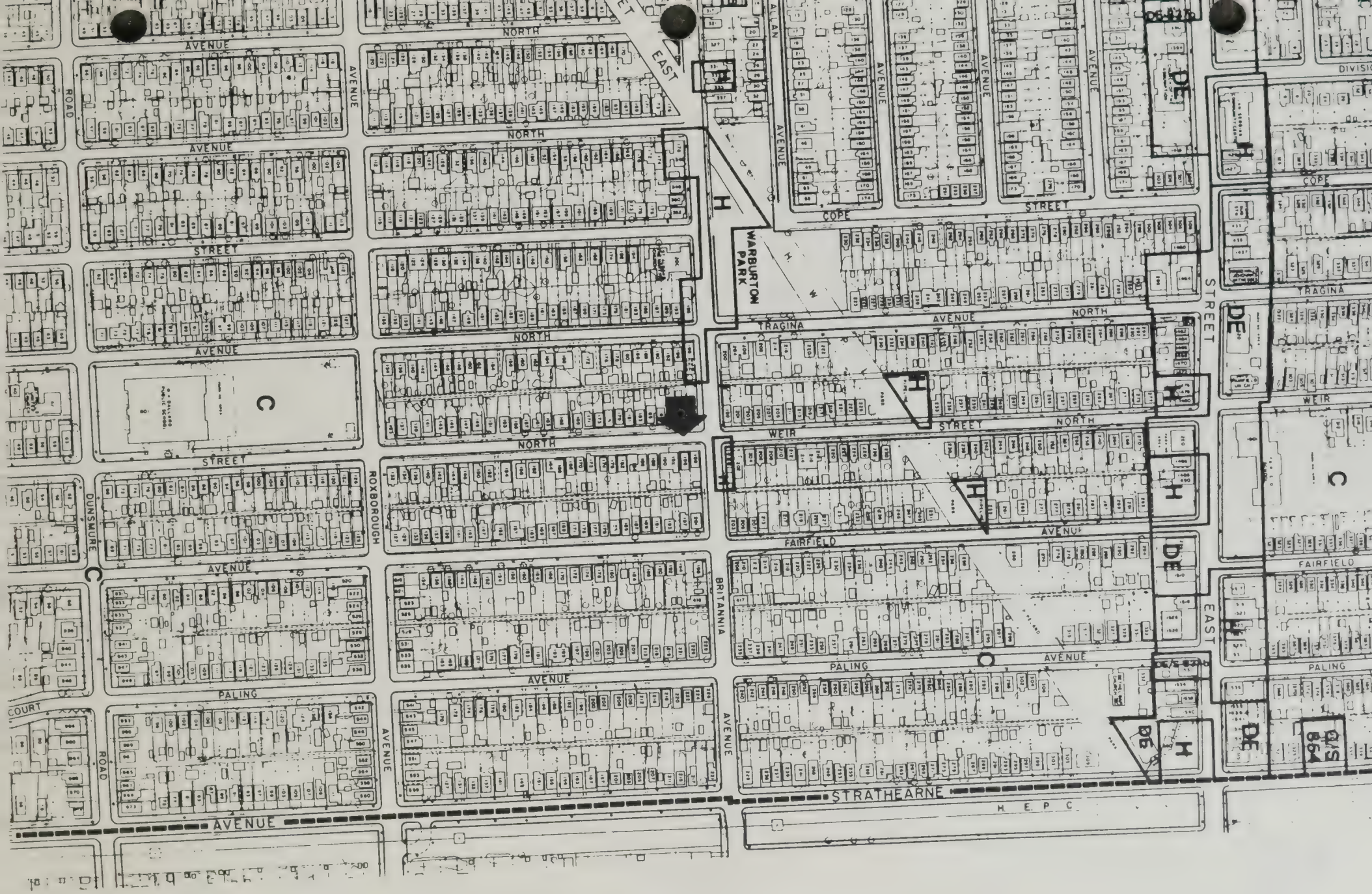
BACKGROUND:

Staff has received a request from Ms. Margaret Crookshanks, 196 Weir Street North, that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her home since she is disabled.

Weir has a 24-foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted parking on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Ms. Crookshanks possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


WARBURTON PARK
TRAGINA AVENUE
COPE STREET
FAIRFIELD AVENUE
PALING AVENUE
WEIR STREET
STRATHEARNE AVENUE
H.E.P.C.
DUNSMURE ROAD
ROXBOROUGH AVENUE
BRITANNIA AVENUE
EAST STREET
NORTH

2(B)(i)(9)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 27
File No. TEC-024-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: MacNeill Baptist Church, 1145 King Street West - Parking Regulations

RECOMMENDATION:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the south side of King Street West, commencing 92 feet east of Haddon Avenue South and extending to a point 40 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

C. Litt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Kate Playle, Acting Chair, Management Committee of MacNeill Baptist Church, 1145 King Street West, that a wheelchair loading zone be implemented on the south side of King, directly in front of the Church.

King has a 56 foot pavement width, and presently parking is prohibited on the north side. There is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of the street in this area.

The implementation of the requested regulation will result in a loss of only two on-street parking spaces after 6:00 p.m. on weekdays, and all day on weekends. However, since there are no residential properties abutting the street in this block, staff do not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/smg


CRESCENT
AVENUE
AVENUE
AVENUE
NORTH
STREET
ROAD
KING
AVENUE
DALEWOOD
DROMORE
HADDON
CLINE
WEST
BARCLAY
WHITTON
STREET
SOUTH
AVENUE
ARKELL
NEWTON
STREET
AVENUE
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H/S-16
HADDON
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DALEWOOD
AVE.
STREET
AVENUE
AVENUE

2(BXiXh)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 18
File No. TEC-040-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Franklin Road Public School, 500 Franklin Road - Parking Regulations

RECOMMENDATION:

a) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 41 feet east of the east curb line of East 27th Street and extending to a point 61 feet easterly therefrom; and

b) That the existing "No Stopping" regulation on the south side of Franklin Road commencing at Upper Sherman Avenue and extending to a point 300 feet westerly therefrom be extended 18 feet westerly; and

c) That the City Traffic By-law 89-72 be amended accordingly.

L. Lutt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

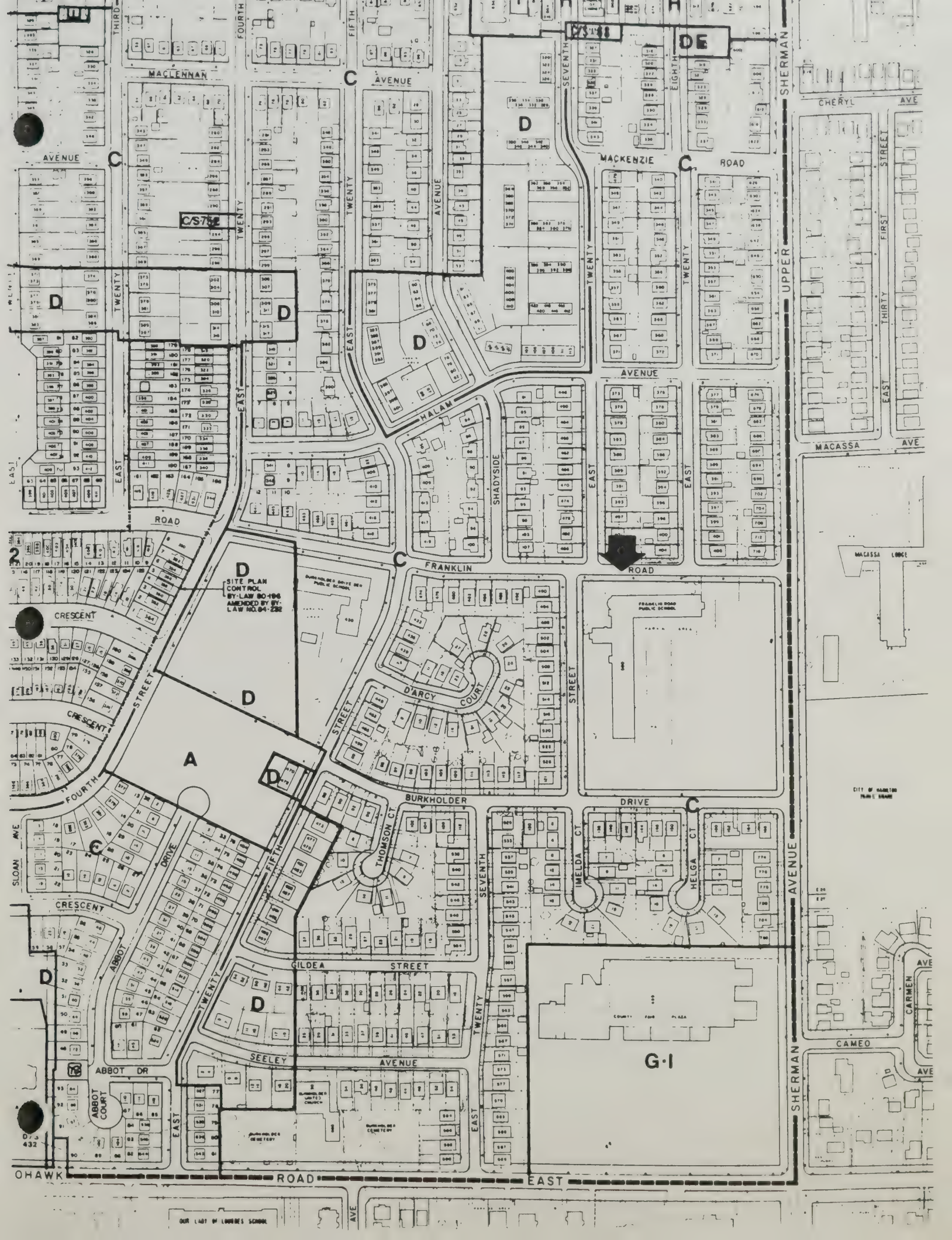
Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from John Leek, Principal of Franklin Road Public School, 500 Franklin Road, that stopping be prohibited on the south side of Franklin in front of the school at either end of the existing school bus loading zone. Mr. Leek expressed concern that the school bus operators have difficulty manoeuvring into the school bus loading zone when parents are picking up/dropping off in this area.

Franklin has a 28-foot pavement width, and presently there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and school bus loading zone on the south side directly in front of the school. There is unrestricted parking on the north side of the street in this area where parents can continue to pick-up/drop off their children. Therefore, staff concurs with the request.

CVB/MBH/smg


MACLENNAN AVENUE
THIRD
FOURTH
FIFTH
SEVENTH
EIGHTH
SHERMAN
CHERYL AVE
MACKENZIE ROAD
TWENTY FIRST STREET EAST
TWENTY EAST AVENUE
HALAM
SHADYSIDE
FRANKLIN ROAD
MACASSA AVE
MACASSA LODGE
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT
IMELDA CT
HELGA CT
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
SLOAN AVE
FOURTH CRESCENT
FOURTH STREET
FOURTH DRIVE
FIFTH DRIVE
TWENTY EAST
OHAWK ROAD EAST
UPPER SHERMAN AVENUE
CAMEO AVE
CARMEN AVE
D
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
A
G-1
C
H
DE
CS-7-82
FRANKLIN ROAD PUBLIC SCHOOL
BURKHOLDER DRIVE PUBLIC SCHOOL
COUNTY FOOD PLAZA
OUR LADY OF LOURDES SCHOOL

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 18
File No. TEC-039-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West Side of Kenora Avenue, south of Barton Street East - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping" regulation on the west side of Kenora Avenue commencing at a point 99 feet north of the north curb line of Janet Court and extending to a point 104 feet northerly therefrom be extended an additional 35 feet northerly, and that the existing "No Stopping" regulation on the west side of Kenora Avenue commencing at the north curb of Village Drive and extending to a point 39 feet northerly therefrom be extended an additional 28 feet northerly and that the City Traffic By-law 89-72 be amended accordingly.

C. Littlefield for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

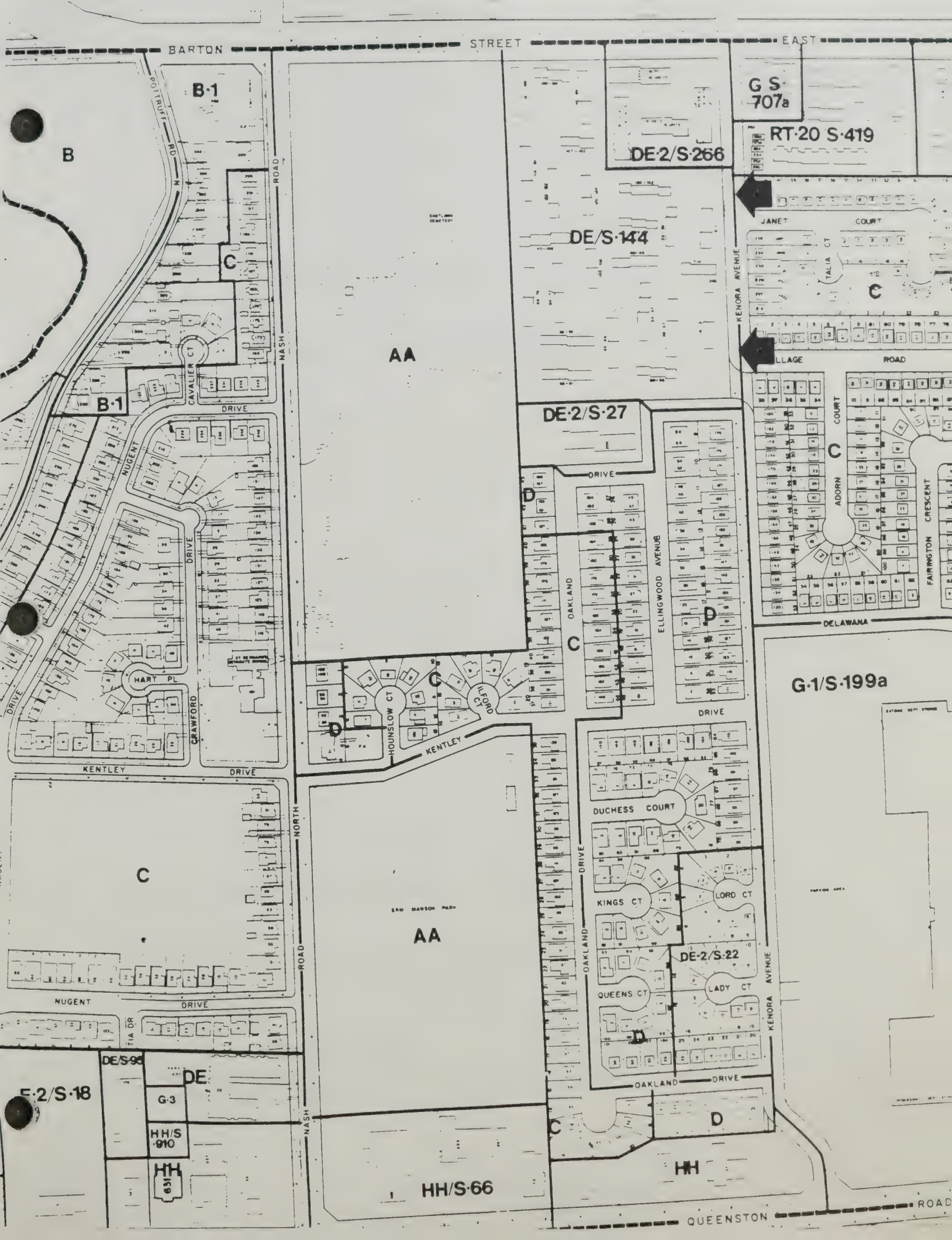
Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins has requested that the existing driveway clearances on the west side of Kenora, adjacent to the two driveways into the townhouse developments at Nos. 245 and 255 Kenora Avenue, be extended northerly to further improve visibility when exiting the driveways.

Kenora has a 28-foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this area, except for two existing driveway clearances adjacent to each of the townhouse development driveways. Extending the existing driveway clearances would result in the loss of a total of three on-street parking spaces. However, since the townhouse developments have available off-street parking and since staff has contacted the property manager of each abutting townhouse development and has been advised that they support the request, staff concurs with the request.

CVB/MBH/smg


BARTON STREET EAST
B
B-1
PORTSMOUTH ROAD
NASH ROAD
C
CAVALIER CT
DRIVE
NUGENT
DRIVE
HART PL
CRAWFORD
DRIVE
KENTLEY DRIVE
AA
DE-2/S-266
G S-707a
RT-20 S-419
DE/S-144
JANET COURT
TALIA CT
KENORA AVENUE
LLAGE ROAD
DE-2/S-27
DRIVE
D
OAKLAND
ELLINGWOOD AVENUE
C
ADORN COURT
FAIRINGTON CRESCENT
DELAWANA
HOUNSLOW CT
ILFORD CT
KENTLEY
DRIVE
G-1/S-199a
DUCHESS COURT
KINGS CT
LORD CT
DE-2/S-22
QUEENS CT
LADY CT
OAKLAND DRIVE
KENORA AVENUE
NORTH ROAD
NUGENT DRIVE
TIA DR
DE/S-95
DE
G-3
HH/S-910
HH
631
E-2/S-18
HH/S-66
QUEENSTON ROAD

2(8)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 20
File No. TEC-043-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 64 East 13th Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of East 13th Street commencing 34 feet south of Mountville Avenue and extending to a point 20 feet southerly therefrom, and on the east side of East 13th Street commencing 37 feet south of Mountville Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Tom Stewart, 64 East 13th Street.

C. Scott-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling has forwarded a request from Mr. Tom Stewart, 64 East 13th Street, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

East 13th has a 24-foot pavement width, and presently there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised by Mrs. Liz Bilobrk, 63 East 13th Street, that she supports the implementation of a reserved "Permit Parking" space in front of her home for use by Mr. Stewart.

The City Council, 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Stewart possesses a valid permit. An investigation has revealed that there is an existing off-street parking space at the rear of the property, however, Mr. Stewart has advised that this parking space is too far away from his front door and this space will be removed in the near future to provide a larger play area for his grandchildren. Therefore, since there is no suitable alternative parking area available on the private property, staff concurs with the request.

CVB/MBH/smg


A
CUT
MOUNTAIN AVENUE
PARK AVENUE
ALPINE
BELWOOD
CONCESSION STREET
E-2
DE2 /S5
G-3
G-3/S-11
ELEVENTH STREET
TWELFTH STREET
THIRTEENTH STREET
FOURTEENTH STREET
FIFTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
MOUNTVILLE AVENUE
SALEM AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
EAST
75 402
81 404
87 406
93 408
99 410
INCH PARK

2(B)(i)(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13
File No. TEC-034-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 25 Keith Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the north side of Keith Street commencing at a point 176 feet east of Emerald Street North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Hadan Hans-Joachim, 25 Keith Street.

C. Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

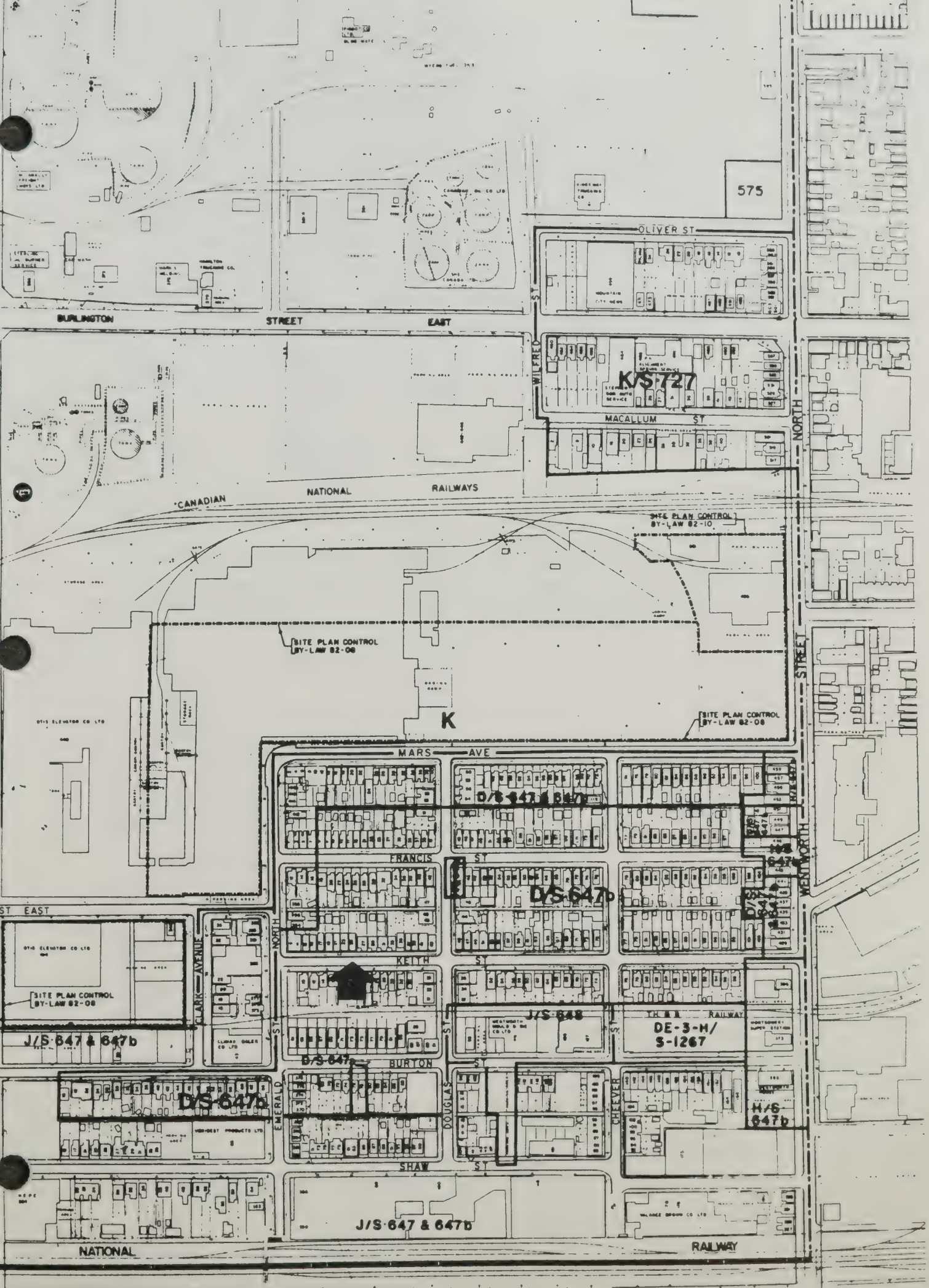
Staff has received a request from Mr. Hans-Joachim, 25 Keith Street, that a reserved "Permit Parking" space be designated on the north side of Keith directly in front of his home since he is disabled.

Keith has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Hans-Joachim has advised that he requires the space on his side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on his side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Hans-Joachim possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

MH

CVB/MBH/kg


575
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
RAILWAY
DE-3-H/ S-1267
D/S-647
BURTON ST
D/S-647b
EMERALD ST
DOUGLAS ST
CHEEVER ST
H/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
WENTWORTH STREET NORTH
CLARK AVENUE NORTH
ST EAST
J/S-647 & 647b

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 19
File No. TEC-042-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Central Avenue, east of Beland Avenue South - Parking Regulations

RECOMMENDATION:

That the existing "No Parking" regulation on the north side of Central Avenue between Beland Avenue South and the easterly end of Central Avenue be revised to allow unrestricted parking on the north side from a point 119 feet east of Beland Avenue South to the easterly end of Central Avenue and that the City Traffic By-law 89-72 be amended accordingly.

C. Tuff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a petition signed by the owners of Nos. 1147 and 1151 Central Avenue requesting that parking be permitted on the north side of Central in front of their homes.

Central has a 31-foot pavement width, and presently, there is a "No Parking" regulation on the north side and unrestricted parking on the south side of Central between Beland and the easterly end of the street. The removal of the subject "No Parking" regulation will restore two unrestricted on-street parking spaces to the north side of the street in this area. Generally, staff supports the removal of parking from one side of the street to facilitate two-way traffic flow and driveway movements. However, the subject area is located at the easterly "dead end" section of Central such that through traffic will not be effected by allowing on-street parking in this area. Therefore, since the two abutting residents at the east end of the street are in favour of the removal of the regulation, staff has no serious objections to with this request.

MH

CVB/MBH/smg


QUEENSTON ROAD
SOUTH AVENUE
PARKDALE AVENUE
CENTRAL AVENUE
LUCERNE AVENUE
ADAIR AVENUE
TAYLOR AVENUE
DELENA AVE S
REID AVENUE
BELAND AVENUE
BELAND COURT
GLENCAIRN AVENUE
CORONATION AVE
PARKING
KING STREET EAST
LAWRENCE ROAD
SYLVIA AVE
SINCLAIR COURT
ELAINE CT
ROAD
B-1
C
E-2
H

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 17
File No. TEC-038-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Poulette Street, north of Canada Street - Removal of a Loading Zone

RECOMMENDATION:

That the existing "No Parking 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Poulette Street commencing 60 feet north of Canada Street and extending 45 feet northerly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

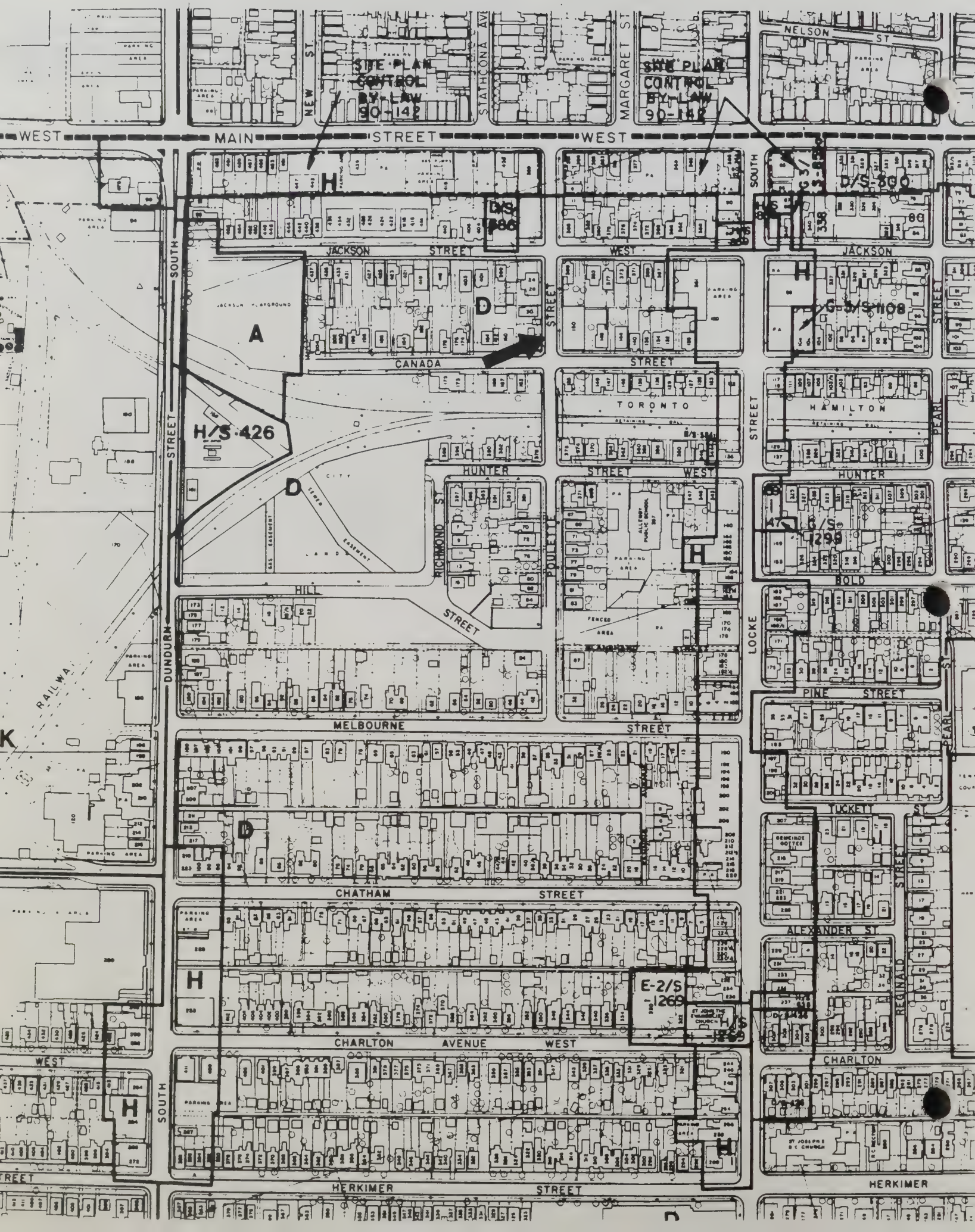
There are sufficient funds available in the 1997 budget estimates to accommodate the removal of the subject signs.

BACKGROUND:

Alderman Mary Kiss has advised of a request from Mr. Luther Holton, 150 Canada Street, that the existing "No Parking 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation, on the east side of Poulette, adjacent to his business, be removed since he does not require a loading zone. The subject regulation was implemented 25 years ago to provide a loading zone for Fuel Applications Ltd. In view of the fact that Fuel Applications Ltd. no longer occupies 150 Canada Street, it would be appropriate to remove the subject signs, and therefore, staff concurs with Mr. Holton's request.

The removal of the loading zone would restore two on-street parking spaces to the east side of the street, which is presently controlled by an "Alternate Side Parking" regulation.

CVB/MBH/kg


WEST MAIN STREET WEST
NELSON ST
NEW ST
STATHCONA AVE
MARGARET ST
SITE PLAN CONTROL BY-LAW 90-142
SITE PLAN CONTROL BY-LAW 90-142
JACKSON STREET
JACKSON STREET
CANADA STREET
TORONTO STREET
HAMILTON STREET
HUNTER STREET
HUNTER STREET WEST
HILL STREET
MELBOURNE STREET
BOLD STREET
PINE STREET
TUCKETT ST
CHATHAM STREET
ALEXANDER ST
CHARLTON AVENUE WEST
CHARLTON
HERKIMER STREET
HERKIMER
DUNDURN STREET SOUTH
RICHMOND ST
BOULEVARD
LOCKE STREET SOUTH
PEARL STREET
REGINALD STREET
RAILWAY
H/S-426
G-S/S-1299
G-S/S-1108
D/S-390
D/S-1269
E-2/S-1269
A
D
H

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13
File No. TEC-037-97 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers

RECOMMENDATION:

(a) That in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Iyad Abed-Baki
Mark MacDonald

(b) That the following appointment as a Parking Control Officer be repealed:

Terry Paul

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

Due to changes in personnel in the City of Hamilton Public Works and Traffic Department, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

WY/MBH/smg

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 13
File No. TEC-036-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

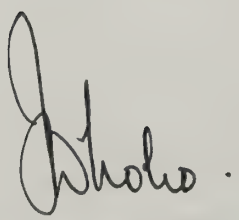
FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Grosvenor Avenue and Main Street East - School Crossing Guard

RECOMMENDATION:

a) That a second School Crossing Guard be assigned to the intersection of Grosvenor Avenue and Main Street East during the morning, lunch and evening school crossing periods for the balance of 1997 and up until the approval of the 1998 Departmental Budget; and

b) That consideration be given in the 1998 Current Budget deliberations for an expansion package of $7,000. plus administrative costs for the School Crossing guard at this location.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

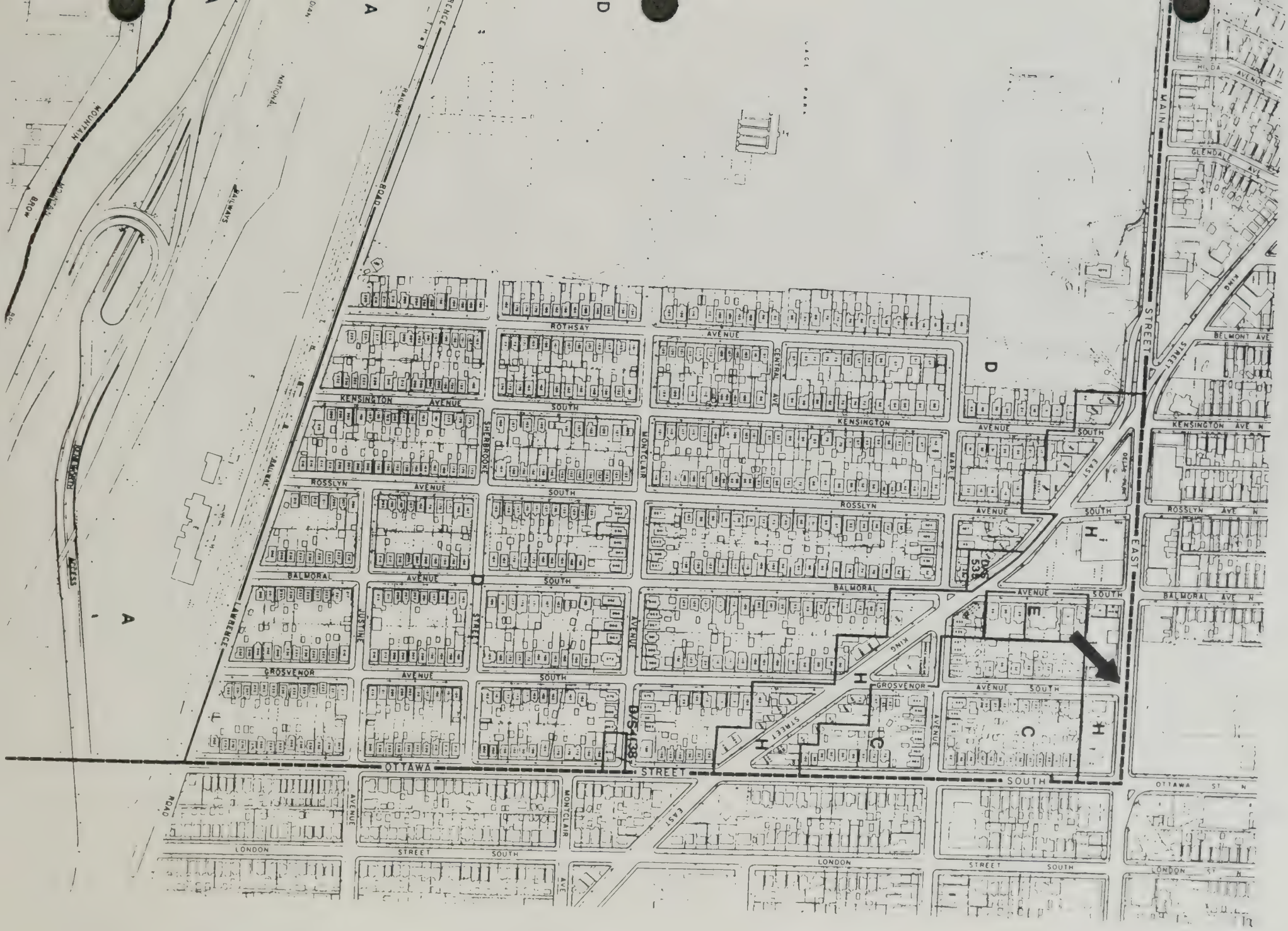
The cost to assign a School Crossing Guard with morning, lunch and evening duty times is approximately $7,000. per year plus administrative costs. It is anticipated that this increase can be accommodated within the current (1997) Departmental budget for the remainder of 1997. However, in order to fund this location in 1998, an expansion package will be prepared for presentation to Committee as part of the 1998 budget process.

BACKGROUND:

Since the early 1980s staff have had many concerns brought to their attention regarding the operation of the school crossing location on Main Street East at Grosvenor Avenue. The concerns, which have been validated by staff observations, relate primarily to the fact that there have been occasions when motorists have either disobeyed or not seen the School Crossing Guard and have passed through the crosswalk while children have been on the roadway. Staff have made several attempts to rectify the problems by various means such has having the guard's procedures modified, providing the guard with a larger stop sign and, most recently, installing amber flashing beacons at the school crossing. The problem relating to motorists disobeying the guard's stop sign still persists. The problems stem, in part, due to proximity of this crossing to the traffic signal at Ottawa and Main. However, for various reasons, it is not practical or feasible to relocate the guard to a more suitable location.

On 1997 January 24, a second School Crossing Guard was assigned to the intersection on a trial basis in an attempt to rectify the problem. Observations and comments from parents have confirmed that this method of operation has resolved the problem of motorists not stopping. Each guard controls two lanes of traffic and are much more visible to motorists travelling both eastbound and westbound. Therefore, it is recommended that a second School Crossing Guard be assigned to the intersection of Grosvenor and Main during the morning, lunch and evening school crossing periods on a permanent basis.

ERA/MBH/smg


ROTHSAY AVENUE
KENSINGTON AVENUE SOUTH
ROSSLYN AVENUE SOUTH
BALMORAL AVENUE SOUTH
GROSVENOR AVENUE SOUTH
OTTAWA STREET SOUTH
LONDON STREET SOUTH
KENSINGTON AVENUE SOUTH
ROSSLYN AVENUE SOUTH
BALMORAL AVENUE SOUTH
GROSVENOR AVENUE SOUTH
OTTAWA STREET SOUTH
LONDON STREET SOUTH
KENSINGTON AVE N
ROSSLYN AVE N
BALMORAL AVE N
OTTAWA ST N
LONDON ST N
BELMONT AVE
GLENDALE AVE
HILDA AVENUE
MAIN STREET
EAST
KING
WESTMOUNT
MONTCLAIR AVENUE
LAWRENCE AVENUE
BROAD
MOUNTAIN
NATIONAL
A
D
C
E
F
H
538
9/S1387

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 5
File No. TEC-029-97 / Author: E. R. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Queensdale Avenue East adjacent to Queensdale School.

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Queensdale Avenue East commencing at a point 173 feet east of Prince George Avenue and extending 50 feet easterly and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Board of Education for the City of Hamilton has requested that a School Bus Loading Zone be provided on Queensdale Avenue East to service buses at Queensdale School. Staff has contacted Ms. G. Belisario, the Principal of the school, respecting this matter.

This school does not currently have any on-street school bus loading facilities. In consultation with the Principal, it was decided that sufficient space should be allocated for two buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Queensdale in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb-side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Queensdale, staff concurs with the request.

ERA/MBH/smg


CLAREMONT ACCESS
CONCESSION STREET
A
E-2
C
BULL'S LANE PRIVATE
WYCLIFFE AVENUE
ROSEDENE AVENUE
INVERNESS AVENUE EAST
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
EMPRESS AVENUE
FENNELL AVENUE EAST
JAMES STREET
UPPER WELLINGTON STREET
BRUCE PARK
DE-3/S-911
H-S-135
C-3
C-55

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 21
S702-46 P. Strong
S705-35

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **1997 Servicing Expenditures Related to Subdivisions (R-97-13)**

RECOMMENDATION:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Bar- Brock Estates - Phase 4, Hamilton

City's share -NIL-, Owner's share $129,616.43

"Eagleview Estates - Phase 1", Hamilton

City's Share, $9,755.00 Owner's Share, $155,074.00

be approved and that the amount of $9,755.00 be financed from Account Centre No. 00107 -Reserve for Services Through Unsubdivided Lands.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Bar-Brock Estates - Phase 4, Hamilton and "Eagleview Estates - Phase 1", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor.

cont'd....

cont'd....

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
of Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1997 projects related to subdivision expenditure, including this recommendation is $20,217.45. The 1997 Capital Budget includes a provision of $800,000.00 for the City's share of subdivision expenditures in 1997.

BACKGROUND:

"BAR-BROCK ESTATES - PHASE 4"

On 1988 March 3, City Council in adopting Item 16b of the Planning and Development Report, 6-88 approved the proposed draft plan for "Bar- Brock Estates" subdivision under the condition that the owner, Queendale Garden Homes Limited enter into a subdivision agreement with the City of Hamilton.

The development of "Bar-Brock Estates - Phase 4" will result in the creation of 17 single family residential lots. An estimate of costs has been prepared and it has been determined that there is no city share for this development.

cont'd....

The lands of "Bar-Brock Estates - Phase 4" are located East of Upper Sherman Avenue north of Rymal Road East in the Eleanor Neighbourhood.

"EAGLEVIEW ESTATES - PHASE 1"

At its meeting of 1996 June 25, City Council approved the draft plan for Eagleview Estates Phase subject to certain conditions. The owner is required to enter into a subdivision agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Eagleview Estates - Phase 1 will result in the creation of 18 single family lots for residential use and four Blocks for future single family development at this time.

As part of this subdivision the City will be cost sharing for the cost of certain services. A portion of the City's share of the total amount of $ 9,755.00 is for the extra depth asphalt on Eaglewood Drive and is non-recoverable in the future. A portion of the City's share, $4,297.00, is related to the installation of services which are recoverable in the future.

The lands of Eagleview Estates - Phase 1 are located east of Upper Sherman Avenue between Rymal Road East and Stone Church Road East in the Eleanor Neighbourhood.

Note: The engineering schedules for the above-noted subdivision have been prepared by the Developers' Consulting Engineer and have been approved by the Manager of Development, of the Regional Environment Department.

/ps

cc: Finance and Administration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

cc: Regional Environment Department
Mr. Jim Thoms, Commissioner

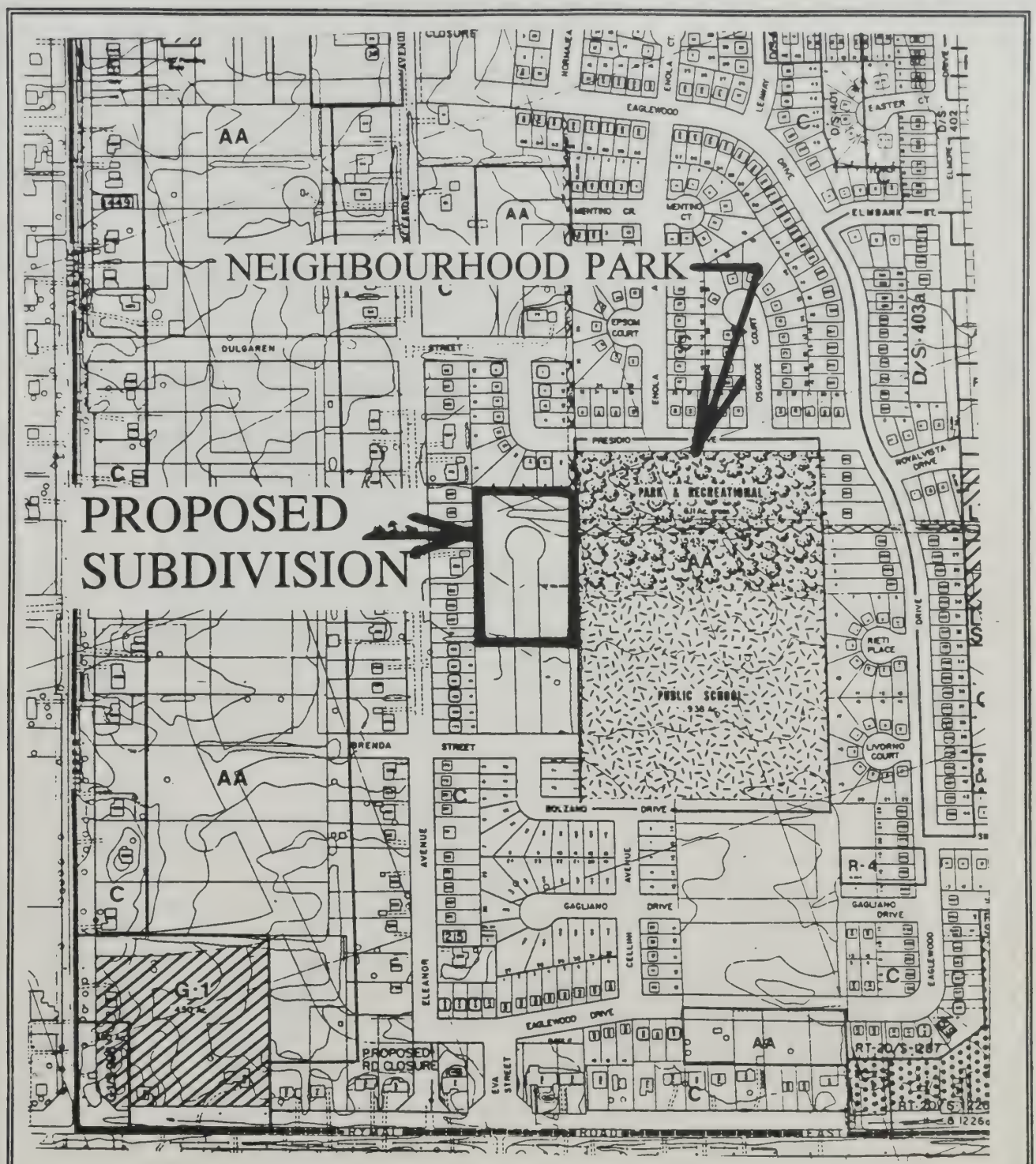
cc: City Treasury Department
A.C. Ross, City Treasury Department
Att: N. Adhya, Manager of Budgets

SUBDIVISION EXPENDITURE SUMMARY

1997 SUBDIVSION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
BAR-BROCK ESTATES	17 LOTS	ITEM 16b	Catch Basins &					
PHASE 4	HAMILTON	P & D	Connections	$0.00	$0.00			
QUEENDALE GARDEN		REPORT 6-88	Curbs & Sidewalks	$0.00	$0.00			
HOMES LIMITED		COUNCIL	Finished Roads	$0.00	$0.00			
W.L. SEARS & ASSOCIATES		1988 MARCH 3	Sewers & Watermains	$0.00	$0.00			
FILE NO. S702-46			Seeding/Sodding	$0.00	$0.00			
P. STRONG			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00			
			TOTAL			$0.00	$129,616.43	$129,616.43
EAGLEVIEW ESTATES	18 LOTS	COUNCIL	Catch Basins &					
PHASE 1	4 BLOCKS	1996 JUNE 25	Connections	$0.00	$0.00			
HARP HOMES INC.	HAMILTON		Curbs & Sidewalks	$3,547.00	$0.00			
A.J. CLARKE			Finished Roads	$0.00	$5,458.00			
AND ASSOCIATES			Sewers & Watermains	$0.00	$0.00			
FILE NO. S705-35			Seeding/Sodding	$0.00	$0.00			
P. STRONG			Street Lighting	$750.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00			
			TOTAL	$4,297.00	$5,458.00	$9,755.00	$155,074.00	$164,829.00
TOTALS:				$4,297.00	$5,458.00	$9,755.00	$284,690.43	$294,445.43

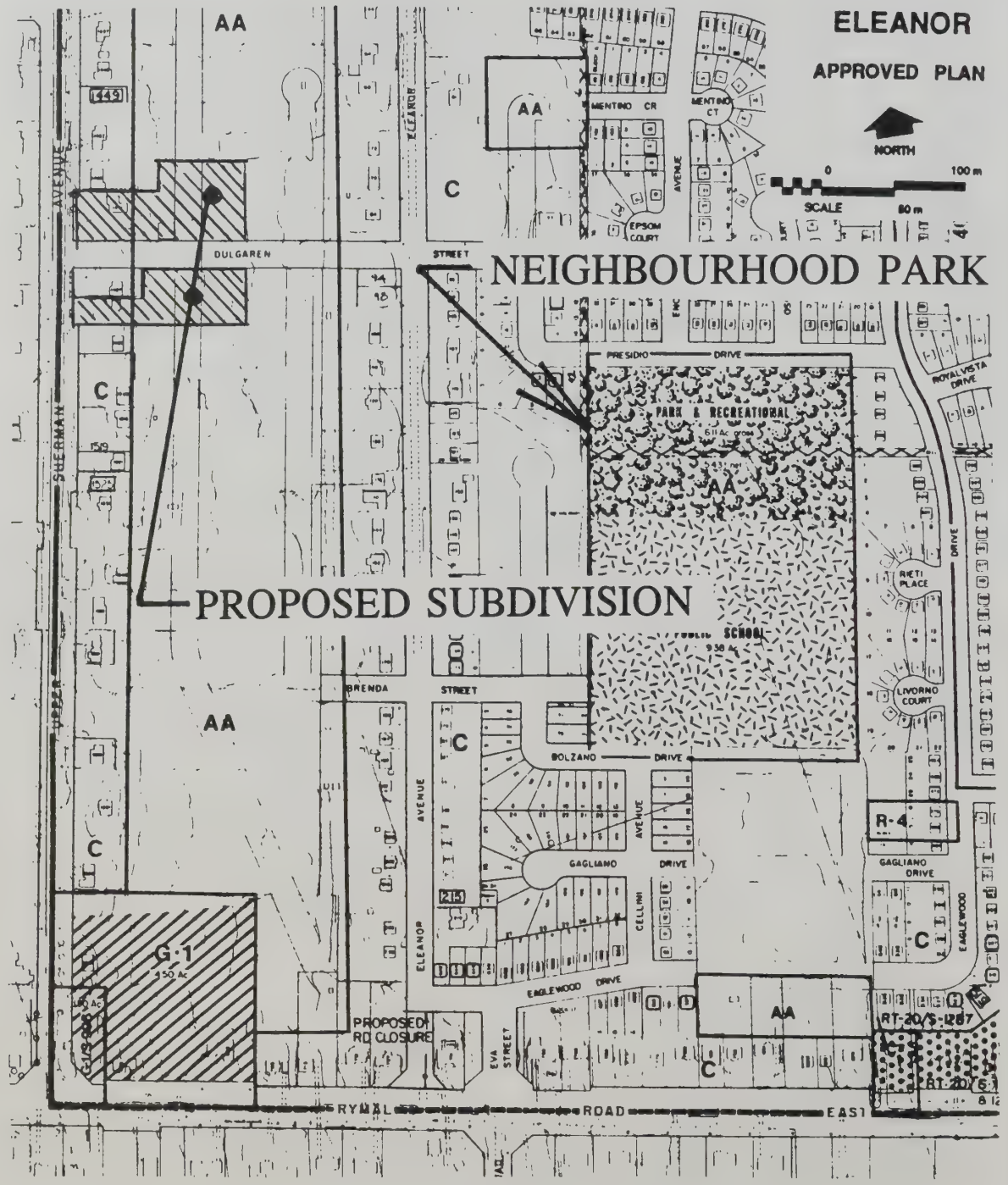
* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

"BAR-BROCK ESTATES - PHASE 4", HAMILTON

SUBLIST/DISC



LOCATION PLAN

"EAGLEVIEW ESTATES - PHASE 1", HAMILTON

SUBLIST/DISC

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 20
723-61 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT:

To incorporate certain City land into various streets by By-Laws. (R-97-17)

RECOMMENDATION:

a) That the following City land be incorporated into the following streets:

Palace Boulevard	Part 8	Plan 62R-12439
	Part 1,2,3	Plan 263314LT

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

d) That By-Law 97-007 enacted on 1997 January 28 to incorporate land into Palace Boulevard be repealed by the attached By-Law because the land to be incorporated into Palace Boulevard shall be more accurately described in the revised by-law recommended in paragraphs a) and b) above.

C. Tuft-England
for D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

(cont'd pg 2)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below. These by-laws have been prepared in a form that is satisfactory to the City Solicitor.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Palace Boulevard	Part 8, Plan 62R-12439 Part 1,2,3, Plan 263314 L.T.	N/A	To facilitate Wisemount Estates - Phase 2 development	S723-61

sk:GM/KML
encls.

cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO REPEAL CITY BY-LAW 97-007
REFERRED TO AS PALACE BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton enacted on 1997 January 28 By-Law 97-007 to incorporate the land described therein into the highway known as Palace Boulevard;

AND WHEREAS the said By-Law 97-007 has not been registered, and includes inaccurate reference to the subject lands;

NOW THEREFORE,

1. By-Law 97-007 is hereby repealed.

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 8 ON PLAN 62R-12439 AND
PARTS 1, 2 & 3 ON PLAN 263314 L.T.
INTO PALACE BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Palace Boulevard within its limits, the land described below;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Palace Boulevard.

   Part of Lot 3, Concession 6 in the geographic Township of Barton designated as Part 8 on Plan 62R-12439 and Parts 1, 2, & 3 on Plan 263314 L.T.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 20
S726-211, M.P. Sabelli

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Amendment to the City's Modified Subdivision Agreement with James and Dorothy Zaborsky for Land Division Committee Applications H-18-96 and H-19-96 (R-97-19)

RECOMMENDATION:

a) That the City's Modified Subdivision Agreement with James and Dorothy Zaborsky for Land Division Committee Applications H-18 -96 and H-19-96 be amended to include a clause stating :

"That a 3.2 metre strip of land remaining from Land Division Committee Applications H-18-96 and H-19-96, comprising part of Lots 7 and 10 on the approved draft plan of subdivision, known as "Annabelle Place" (25T-89002) being designated as Part 5 on Reference Plan 62R- , shall only be developed in conjunction with the remaining subdivision lands to the south, in accordance with the approved draft plan of subdivision.

for D. Lobo
Commissioner
Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

Cont'd...

Modification to the City's Modified Subdivision
Agreement for Land Division Committee Applications
H-18 H-19-96
(R-97-19)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The developer of the subject lands has made application to the Land Division Committee to create two single family residential lots. The proposed lots are part of the "Annabelle Place" subdivision, previously draft approved by the City under application 25T-89002. The Land Division Committee granted the severances subject to certain conditions. One of the conditions of approval, was that the Owner, James and Dorothy Zaborsky, enter into a Modified Subdivision Agreement with the City of Hamilton, which includes a requirement that a 3.2 metre strip of land remaining from these land severances and comprising part of Lots 7 and 10 on the approved draft plan of subdivision, and shown as Part 5 on Reference Plan 62R- , shall only be developed in conjunction with and connected to the remaining subdivision lands to the south, in accordance with the approved draft plan of subdivision. Without the addition of this requirement in the Modified Subdivision Agreement, the southerly lands could theoretically be sold and developed independently, leaving an undevelopable remnant 3.2 metre strip of land.

Two (2) single family lots will be created by the subject applications. These lands are located at the southern limit of Annabelle Street, west of West Fifth Street in the Gourley Planning Neighbourhood.

MPS

cc: City Legal Department
Att: J. Lessing

cc: Regional Environment Department
Att: J.D. Thoms
Att: G. Paparella

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 February 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Regional Municipality of Hamilton-Wentworth conveyance to the Corporation of the City of Hamilton of Parts 5 and 6 on Plan RB-H-560 to be incorporated into Pritchard Road by City By-law

RECOMMENDATION:

(a) That the City of Hamilton, for the sum of $1, accept title to Parts 5 and 6 on Plan RB-H-560 from the Regional Municipality of Hamilton-Wentworth for road widening purposes, said parcels being described as vacant strips of land, having frontages of 221.381 metres (726.316 feet) and 75.621 metres (248.10 feet) respectively, more or less, along the east limit of Pritchard Road, by a depth of .901 metres (2.956 feet) more or less, and containing an area of .020 hectares (.049 acres) and .006 hectares (.015 acres) respectively, more or less, subject to a temporary right-of-way over the road widening, to continue until the road widening by-law is enacted and registered; and,

(b) That the Senior Director of Roads be directed to prepare the By-law to incorporate Parts 5 and 6 on Plan RB-H-560 into Pritchard Road.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

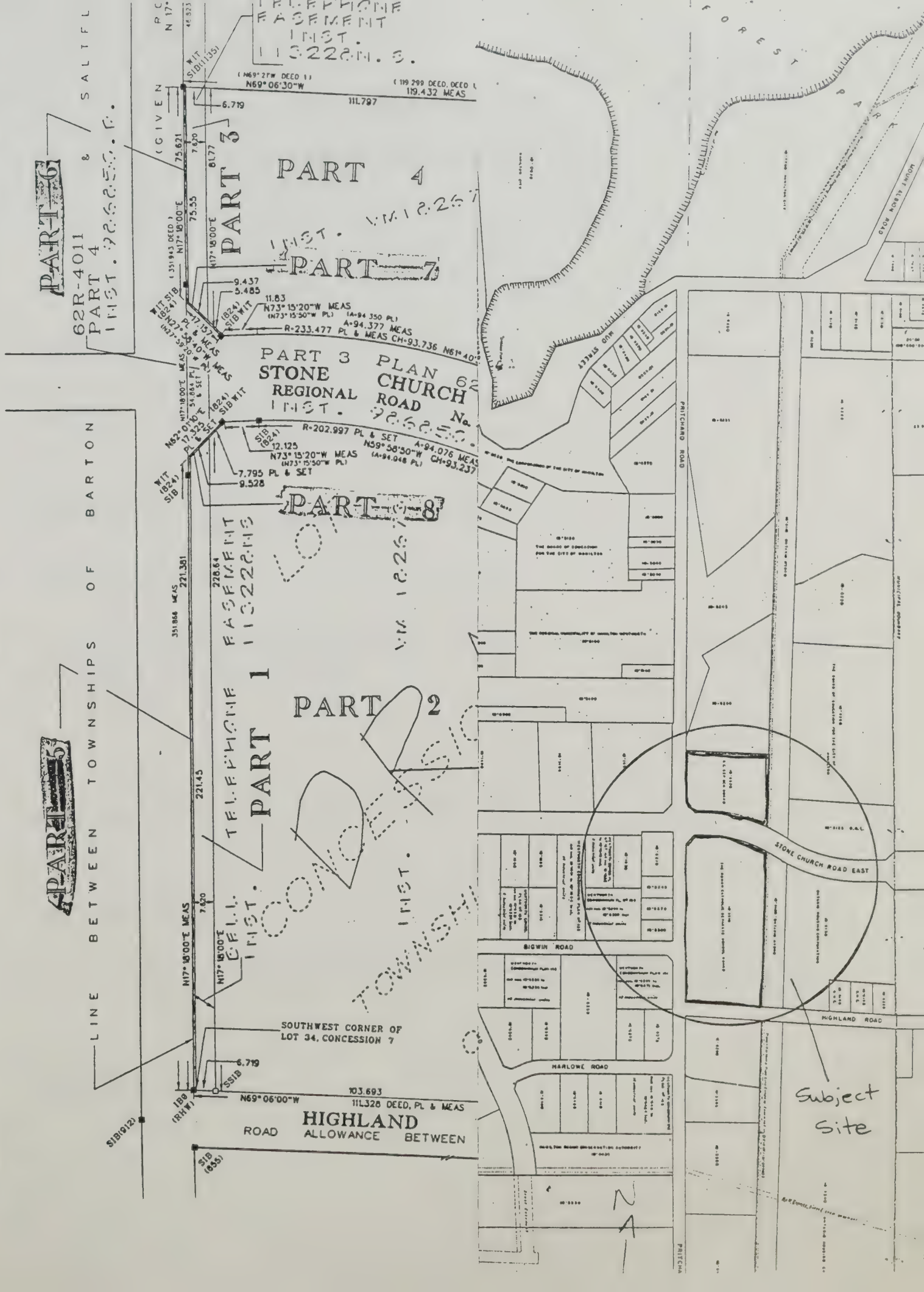
BACKGROUND:

On December 3, 1996, Regional Council approved Report 13-96, Item 18 of the Transportation Services Committee recommending the sale of Parts 1 and 2 on Plan RB-H-560, Pritchard Road to Fine Pharmaceutical Ltd.

By Item (f) of the recommendation the Region would convey to the Corporation of the City of Hamilton, Parts 5 and 6 on Plan RB-H-560 to be incorporated into Pritchard Road by City By-law.

This recommendation will enable the City of Hamilton to accept this conveyance of land from the Region to be incorporated into Pritchard Road.

DC/nw
c.c. P. Noé Johnson, City Solicitor
E. M. Gill, P. Eng., Senior Director, Roads Division
K. M. Lau, Manager of Surveys, Roads Division


PART 6
62R-4011
PART 4
INST. 92652
PART 5
LINE BETWEEN TOWNSHIPS OF BARTON
PART 3
PART 4
PART 7
PART 8
PART 1
PART 2
PART 3 PLAN 62
STONE CHURCH
REGIONAL ROAD No.
INST. 92652
TELEPHONE EASEMENT INST. 113222 H.S.
INST. VM 12251
INST. VM 12251
INST. VM 12251
TELEPHONE EASEMENT INST. 113222 H.S.
INST. COMMERCIAL
INST. TOWNSHIP
PRITCHARD ROAD
MUD STREET
FOREST PARK
MOUNT ALBION ROAD
STONE CHURCH ROAD EAST
BIGWIN ROAD
HIGHLAND ROAD
MARLOWE ROAD
SOUTHWEST CORNER OF LOT 34, CONCESSION 7
HIGHLAND ROAD ALLOWANCE BETWEEN
Subject Site
N69° 06'30"W
111.797
119.432 MEAS
N69° 06'00"W
111.328 DEED, PL & MEAS
103.693
R-233.477 PL & MEAS CH-93.736 N61° 40'
R-202.997 PL & SET A-94.076 MEAS
N59° 58'30"W CH-93.237
N73° 15'20"W MEAS
A-94.377 MEAS
N17° 18'00"E
N17° 18'00"E MEAS
N17° 18'00"E CFELL. INST.
221.381
221.45
226.64
75.621
75.55
81.77
9.437
5.485
11.83
12.125
7.795 PL & SET
9.528
6.719
7.600
SIB
SSIB
IBB (RHW)
SIB(912)
SIB (855)
WIT SIB (824)
SIB WIT (824)

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 3rd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1997 January 24	Commissioner of Public Works and Traffic	Parking Enforcement	1997 January 31
1997 February	Ontario Good Roads	Municipal Routes	1997 February 7
1997 February 2	Citizen Two-Way Street Committee	Hamilton Streets and Downtown Revitalization	1997 February 11
1997 February	Ontario Good Roads	Municipal Routes	1997 February 18

Kevin C. Christenson, Secretary
March 3rd, 1997

URBAN\MUNICIPAL
CA4 ON HBL A05
C S I T 6
1997

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL
APR 22 1997
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 April 21
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Backlit Advertising Panels on Bell Canada Exterior Public Payphones
   Cam Stewart - Bell Canada
   Randy Franklin - International Media Advertising
   (no copy)

   (b) By-law to stop-up, close and retain portions of Jeremy Street

2. **CONSENT AGENDA**

3. **CHIEF ADMINISTRATIVE OFFICER/COMMISSIONER OF TRANSPORTATION**

   Proposal of the Two-Way Street Committee to
   Change the Traffic Pattern in the Downtown Core

4. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (i) **CITY ENGINEER**

   (a) Philip Environmental Inc. Application for a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site (Processing) at No. 1579 Burlington Street East, Hamilton

(b) Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. 650025 for a Waste Disposal Site (Processing) at No. 2380 Brampton Street, Hamilton

(ii) **PUBLIC WORKS DIVISION**

(a) Collection of Bulk Garbage, Five Year Term Ending 2002

(b) Concrete Recycling

(c) Donation of Granite Sette Cobblestones to the Workers Arts and Heritage Centre

(iii) **TRAFFIC DIVISION**

(a) Status of Limeridge Road Due to the Opening of the Red Hill Creek Expressway

(b) Status of Limeridge Road Due to the Opening of the Red Hill Creek Expressway Bus Stop Removal

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue - Intersection Control	1997 January 20	Alderman F. D'Amico	Delegation to appear
9.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commission are received

Kevin C. Christenson, Secretary
April 21st, 1997

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11
S610-03 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: By-Law to Stop-Up, Close and Retain Portions of Jeremy Street (R-97-16)

RECOMMENDATION:

a) That the appropriate By-Law to stop-up, close and retain portions of Jeremy Street described as:
Parts 1 & 2 on Plan 62R-14037

be forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

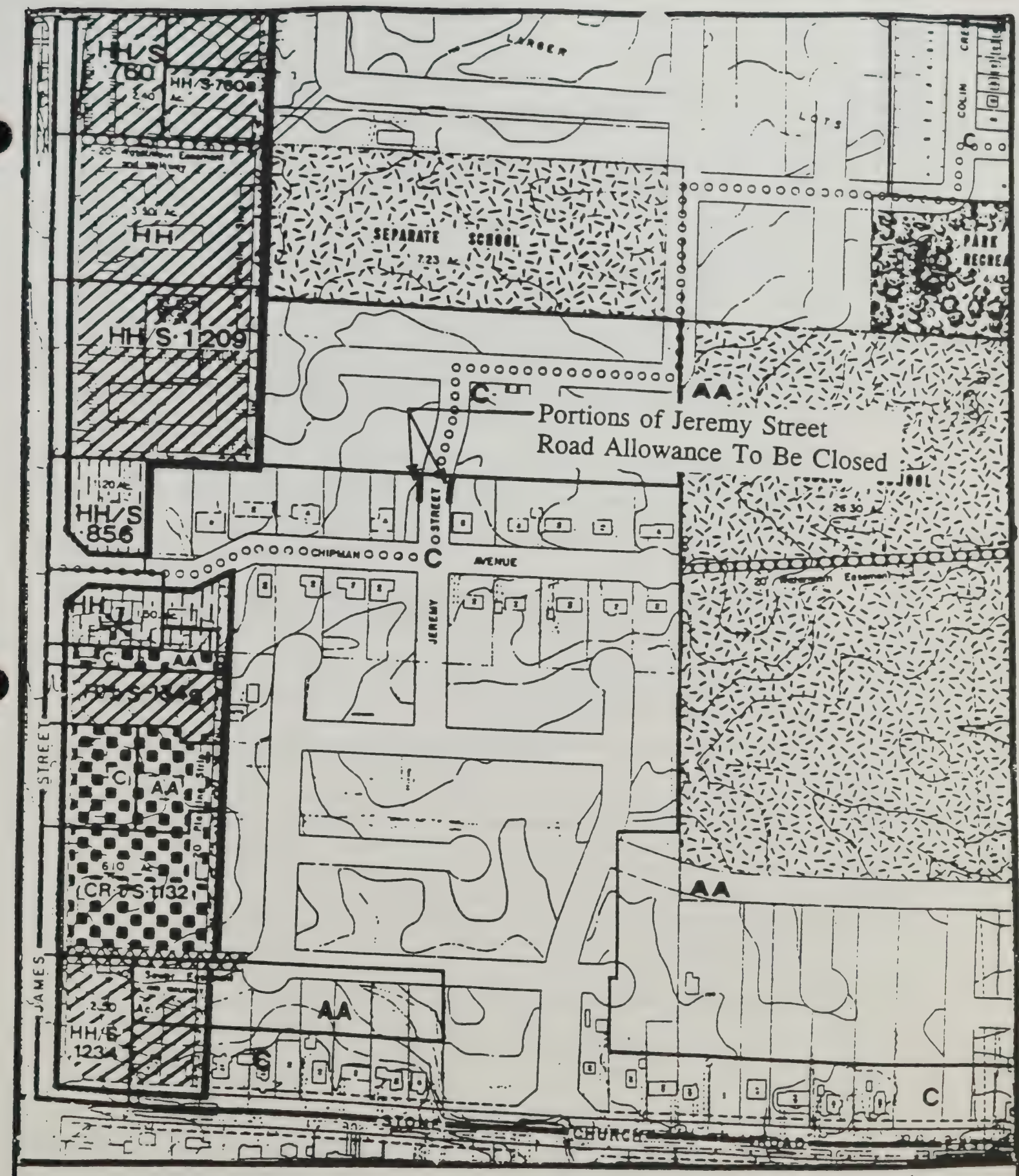
BACKGROUND:

The City Council at it's meeting on December 10, 1996, adopted Item 38 of the 16th Report of the T&E Committee to stop-up, close and retain the most westerly 0.30m of Jeremy Street, from the northerly limit of Lot 4, Registered Plan 1053, southerly to a distance of approximately 16.29 metres; and the most easterly 0.30 metres of Jeremy Street, from the most northerly limit of Lot 5, Registered Plan 1053, southerly to a distance of approximately 16.29 metres.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this by-laws in order to complete the sale.

GM/KML:sk
Encl.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department



JEROME

KEY PLAN

HTS

NORTH

APPROVED PLAN

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO STOP-UP, CLOSE AND RETAIN PORTIONS OF JEREMY STREET DESIGNATED AS PARTS 1 & 2 ON PLAN 62R-14037

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 38 of the 16th Report of the Transport and Environment Committee on 1996 December 10 authorized the City to stop-up, close and retain the above described portions of Jeremy Street.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of Jeremy Street described as;
   Parts 1 & 2 on Plan 62R-14037 being part of Jeremy Street as laid out by Registered Plan 1053.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth

   Are hereby stopped-up and closed.

PASSED this day of A.D. 1997

City Clerk Mayor

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 17
60.00.00 - Forbes/Gill

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer
City of Hamilton

L. D. Turvey, P. Eng.
Commissioner of Transportation
Regional Transportation Department

SUBJECT: Request to Convert Certain Streets From One-Way to Two-Way in the Downtown (R-97-26)

RECOMMENDATION:

a) That the City of Hamilton support the evaluation of all measures to support and enhance a pedestrian-friendly environment, including but not limited to reductions in travelled lanes, transit priority measures, modifications to traffic signal progression, reductions in traffic speeds, sidewalk widenings, and changes to parking restrictions.

b) That the City of Hamilton not support the request of the Citizen Two-Way Streets Committee for a trial conversion from one-way to two-way operation of King Street from Victoria Avenue to Queen Street, James Street North and South, and John Street North and South.

c) That the Region be advised of the City's wish to actively participate in the Region's Downtown Transportation Plan study.

J. G. Pavelka, P. Eng.
Chief Administrative Officer

for L. D. Turvey, P. Eng.
Commissioner of Transportation

Cont'd...2

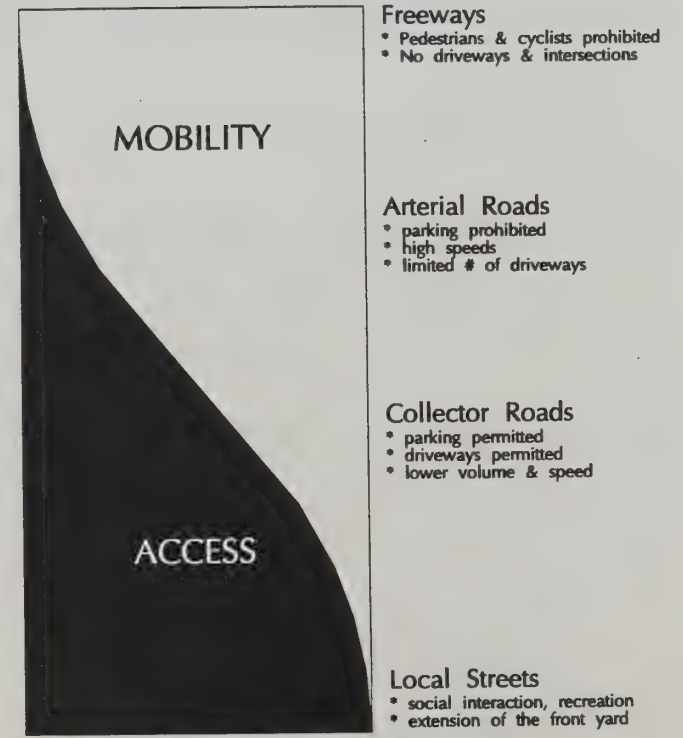
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to convert King Street from Victoria to Queen, James Street, and John Street, based on the Kitchener experience, could be $2.4 million, and if a trial were unsuccessful, a similar cost would be required to revert back. In addition, there would be other costs associated with a conversion, such as the costs of modifying snow ploughs, and costs to abutting owners to modify driveways and signs.

The Region of Hamilton-Wentworth is funding and conducting a Downtown Transportation Plan study. City of Hamilton staff are involved in the process. Conversion of some street sections from one-way to two-way is not being ruled out, and will be investigated as part of the study, but the conversion of large portions of Hamilton's one-way street system will not.

BACKGROUND:

Recently a movement has been started in Hamilton which proposes to convert some of Hamilton's downtown, one-way streets to two-way operation. The concept was initiated by the Hamilton Society of Architects through a Downtown Charette, and has been carried on by the newly formed Citizen Two-Way Streets Committee. This group has requested the Region's Transportation Services Committee (TSC) for a trial conversion of King Street from Victoria Avenue to Queen Street, and James and John Streets in the lower city, from one-way to two-way operation. The request for a trial is based in part on the hypothesis that one-way streets are detrimental to the downtown and that two-way operation is healthier for the downtown i.e. that it would create a pedestrian-active and pedestrian-friendly place.



A transportation network, in particular the road system, is a basic necessity in any successful city. Commerce and industry rely upon the city's streets for the efficient movement of goods and people. In addition, businesses often require street space for loading/unloading, patron access and parking. These

Cont'd...3

uses of the street, mobility and access, are the two fundamental functions of a street. Every street performs a mobility and/or an access function to varying degrees. A successful transportation system will provide an appropriate balance of access and mobility to suit the characteristics of the area and travel demand.

Hamilton's one-way street system was born from the "Traffic & Transportation Plan for Hamilton, Ontario" prepared by Wilbur Smith & Associates in March, 1956. The one-way streets were the preferred solution to a congestion problem in the Hamilton Central Business District. The first phase of the one-way street system was implemented on 1956 October 28. A study of the one-way street system conducted by the City Engineer in 1960 concluded that the system was a success. The one-way system had alleviated congestion and substantially decreased the number of reported motor vehicle collisions.

Many municipalities in North America have implemented one-way street systems in the last 40 years. Some of these jurisdictions have since converted some of the systems back to two-way operation to stimulate human-scale interaction on the street. Those involved in the conversions agree that public involvement is critical and that consensus is difficult to achieve. However, none of these jurisdictions have conducted studies to determine the actual impact of the conversion. Furthermore, the results of studies elsewhere would not be directly transferable to Hamilton without assessing the impacts of other downtown revitalization initiatives and impacts on the remainder of the transportation network. In any event, the lack of studies documenting the actual effect of the street system on the socio-economic environment makes it difficult to predict the outcome.

It is the opinion of staff that the concept of a trial conversion should be rejected outright. If there is to be conversion of some downtown streets to two-way, it should be carefully planned and the conversion should be considered permanent from the outset. The conversion of Duke and Charles Streets in Kitchener, with a total of about 16 city blocks, is estimated to cost $1.2 million, and costs for a similar conversion on King, James, and John, which is about double the length, could be approximately $2.4 million. This cost estimate covers basic physical changes to the road required for two-way operation i.e., additional signal heads and poles, sandblasting and repainting the roadway markings, revising the traffic signs and reconstruction of turning radii to accommodate newly permitted movements, and also some costs for some minor road and intersection realignments. If a trial were unsuccessful, approximately the same cost would be required to revert traffic back to two-way operations.

Other considerations which support the recommendation not to proceed with a trial, and to consider the issue of one-way vs. two-way options as part of the Downtown Transportation Plan study are:

Cont'd...4

- The scope of work for the Downtown Transportation Plan study will address the problems that the suggested one-way to two-way solution is purported to address. The Regional Transportation Review set out a Core Area Strategy, adopted by Council on 1996 December 17, which proposed diverting vehicular and truck traffic around the core area, giving greater priority for pedestrians, public transit, and bicycles on downtown roads, and promoting parking policies which favour short-term business-oriented parking. Potential examples of measures which would be considered in the study include: reducing the number of "through" lanes, widening sidewalks, establishing transit-priority lanes, slowing signal progression to 30-40 km/hr, and relaxing parking restrictions.

- Public discussion on the benefits of one-way vs. two-way streets has not compared like situations. It has often been a comparison of 4-5 lane higher-speed one-way arterial streets vs. 2 lane plus parking both sides two-way collector streets. The bigger issue really is, what is and what should be the function of the road? The types of two-way arterial roads such as Upper James or Upper Wentworth have no place in the Central Business District, but conversely, the type of one-way street with two through lanes and parking/loading/widened sidewalks on both sides, such as James Street North, does definitely have a place in the downtown. Notwithstanding suggestions to the contrary, one-way streets are more pedestrian friendly than two-way streets with similar physical characteristics.

- Two-way street systems inherently have less capacity than one-way street systems because of left turn conflicts and delay, especially if separate left-turn lanes cannot be provided because of right-of-way limitations. In the absence of road widenings or the addition of new facilities such as the Hamilton Perimeter Road, the overall capacity of a system of roadways would be reduced in converting to two-way, leaving less flexibility to implement other urban design initiatives or to accommodate future growth.

- The downtown one-way streets were implemented as a series of one-way pairs. The concept is to provide a similar number of lanes for each direction of travel under either one-way or a two-way operations. The proposal to convert only King Street to a two-way street will create a system imbalance, and should not be considered in isolation of comprehensive system considerations.

- Many of the properties located on the subject streets have been developed reflecting one-way operation. For example, driveways have been oriented to accommodate traffic from one direction only, and advertising signs have been oriented towards the direction of oncoming traffic. The costs of conversion for the property owners could be substantial.

Cont'd...5

- Two-way operation will affect loading/unloading for some businesses along the subject streets. For example, the only available space for Ricca's Fine Furniture to load and unload is from the street. Because of the generally high demand for customer parking at the curb, this store often must schedule deliveries in the off-peak hours for traffic and stop delivery vehicles in the travelled lane. Under one-way operation there is a lane remaining for through traffic. However, under two-way traffic this manoeuvre would block one direction of travel.

- St. Joseph's Hospital, the Canadian Automobile Association, the Hamilton-Wentworth Regional Police, the Hamilton Fire Department, and Superior Ambulance have expressed opposition to the proposal. The emergency access to the hospital has been designed for one-way operation of James Street South. The intersections of James Street at St. Joseph's Drive and John Street at St. Joseph's Drive would require geometric and operational modifications, and there has been no impact assessments done for St. Joseph's Drive or for other roads which connect to James and John.

The one-way to two-way proposal is one solution which has been offered to address problems in the downtown, but not all solutions have been explored with affected stakeholders. It is premature for the City and the Region to determine that this is the best possible solution without examining and evaluating all feasible solutions. The nature of the problem requires an evaluation that includes a number of subjective indicators, and the decision should be based on a combination of measurable technical variables as well as more global social, economic, and environmental considerations. To coordinate this type of decision making requires extensive communication with, and involvement by, the community. The study process is at least as important as the ultimate decision.

Regional Council, at the 1997 April 1 meeting, approved the preparation of a Downtown Transportation Plan by staff, to build on the conclusions and recommendations of the Regional Transportation Review. This plan will follow a process that includes involvement by the City of Hamilton and other stakeholders, and an evaluation of the of two-way streets option. It is recommended that no conversions, trial or otherwise, occur until the plan is complete.

/gf/tg

4(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 3
SWE308-07-P (V.Sferrazza)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Philip Environmental Inc. Application for a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site (Processing) at 1579 Burlington Street East, Hamilton**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton does not object to Philip Environmental Inc. receiving a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site (Processing) for the site located at 1579 Burlington Street East, Hamilton on the condition that all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this Report be forwarded to the MOEE West Central Branch for consideration;

c) That the MOEE be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval for Philip Environmental Inc. to the City of Hamilton.

D. Lobo
Commissioner
Public Works and Traffic Department

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the MOEE received an application from Philip Environmental Inc., requesting a Provisional Certificate of Approval (CofA), No. A650104, for a Waste Disposal Site (Processing) located at 1579 Burlington Street East, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

Operations

The application will ultimately concern three proposed operations at the location:

1. Metal Bearing By-Product Processing;
2. Blue Box Paper Storage; and
3. Cable, Wire and Plastic Resources Recovery Operation.

Items 2 and 3 will be approved sequentially at the site if approval is provided for Item 1 and once the installation of equipment is completed for Item 1.

1. METAL BEARING BY-PRODUCT PROCESSING

a) Zinc-Iron Plasma Process

In an effort to maximize the amount of materials being diverted from disposal, Philip intends to operate a specialized metal furnace, the zinc-iron plasma process (ZIPP), which will be capable of recovering zinc, iron and lead from zinc bearing scrap and other metallic wastes, including Electric Arc Furnace emission control dusts, and then refine the constituents into marketable pig castings. The MOEE have concluded that the ZIPP facility is not a waste management facility per se, therefore does not require approval under Section 27 of the Environmental Protection Act.

The effectiveness of the ZIPP operation, however, is reliant partly on the quality of the material developed by the Metal By-Product Processing Operation (explained in the immediate proceeding section (b)) which requires a CofA. The Metal By-Product Processing Operation prepares the material for the ZIPP, essentially creating a suitable product to be introduced into the ZIPP furnace.

The ZIPP facility will not be exempt from obtaining an approval for appropriate emissions points from the MOEE. This application has been filed (No. 8-2223-96) and is currently under review by MOEE Approvals Branch.

b) Metal By-Product Processing Operation

Ancillary to the ZIPP will be a metal by-product processing operation that will receive, process and supply metal bearing constituents for the ZIPP furnace feed, or recover for direct market sale. It is this process that the Certificate of Approval applies.

i) Receiving

Waste to be received include non-hazardous materials and hazardous waste classes 143 and 146, such as heavy grained and high moisture residue, industrial coke, mill scales, iron bearing products (ie. metal turnings, metal swarf from metal griding operations). Upon reception the material will be pre-screened to remove oversized residues and metals. Receiving will occur indoors.

ii) Processing

Any wet byproduct will be processed to remove the fluid fraction by gravity separation. The metal byproduct and/or coke will then be fed to an aggregate rotary dryer which is heated by a gas flame to dehydrate the constituents at approximately 350°C. The dryer is capable of processing about 15 tonnes of product per hour. The dried product may be transferred for temporary on-site inside storage, for direct market sale or tolling (this is an industry term signifying the provision of a service at no charge to the customer and returning the product to the customer. Throughout this process the ownership of the product remains with the customer), for on site briquetting or if necessary, off site processing or disposal. Particulate emissions from the drying process are captured in the attached baghouse filter and directed to the briquetting operation.

Hazardous waste classes 143 and 146 containing electric arc furnace dusts (EAF) and industrial coke product will be processed differently. This operation consists of two roasting ovens operating at an optimum range of 1200°C-1275°C which liberates the volatile metal oxides such as zinc, lead and cadmium. This devolatized material is an extremely valuable commodity which is directed to dedicated storage silos or fibreglass super sacs prior to direct market sale or briquetting on site. The processed residual iron bearing product from the roasters is directed for briquetting, tolling, direct market, or designated for off site processing or disposal. The roasting ovens comprise of a twin baghouse filter and secondary baghouse to capture emissions.

The briquetting operations - producing compacted metallic bricks from processed metal bearings and dusts - is performed by the roaster and also has a baghouse to collect fugitive particulate emissions. The particulate is transferred from the dryer baghouse back to the briquetting process to be included in the manufacturing of the briquettes. The briquettes may be direct marketed, tolled or refined into the ZIPP furnace.

The proposed metal by-product process will generate relatively minimal waste residuals that will require off site disposal. On average, less than 200 tonnes per day of material will be sent to a licensed, privately owned and operated landfill disposal.

Any fluid residuals are retained indoors within a 5,000 gallon tank provided with 100% secondary containment. This area is not accessible to floor drains. The handling of fluids and waste will be performed by trained staff and disposed at a licensed private facility.

2. BLUE BOX PAPER STORAGE

A separate section of the 1579 Burlington Street facility has been designated for storage of blue box paper. This area will be adjacent to the Third Sector Recycling Facility. The area is being designated to hold extra paper and cardboard and other recyclable storage for processing within Third Sector's facility. Currently excess capacity on the processing line exists. Once processed, the material will be returned to this storage area while awaiting sale to reuse markets. Virtually, no residual waste is produced.

3. CABLE, WIRE AND PLASTIC RESOURCE RECOVERY OPERATIONS

Philip Environmental Inc. operate a wire and cable recovery process in which used plastic and rubber cables are broken down and the valuable components of the materials recovered for after market use.

The process involves the following stages:

- shearing and chopping cable to reduce the raw cable and wire into manageable lengths and separate it into component streams of metal and plastic;
- separation of metal and plastic materials utilizing electrostatic charges to the material to facilitate separation of the fine metal fragments from the plastic stream;
- further plastic purification utilizing a mixture of sand and water to create simulated densities which facilitates separation the metal and plastics; and
- freezing the plastic to a brittle stage and grinding the plastic to obtain desired size characteristics prior to shipment to market.

At the end of the four stage process the plastic is at a purity in excess of 99.9% and is a highly valuable commodity for sale on the open market. This system is a closed looped system with no continuous waste or discharges to sewer. No by-products, liquid or waste, from the processing operations will be discharged into the Region's sanitary and storm water system.

Increased Tonnage Capacity, Storage, Hours of Operation and Service Area for all Three Operations Combined

The proponent is requesting approval for capacity of 100 000 Tonnes to accommodate current inventories, although an operating waste capacity of 30 000 Tonnes is anticipated when the current waste storage is removed.

In the metal by-product operations the vast majority of various incoming wastes will be stored in designated silos or sealed vessels. Material will be processed as soon as possible. Temporary storage will consider prevention of dragout, dust and cross contamination. Any open piles will be indoors and segregated. Moreover, processed products and briquettes will be temporarily stored in designated product silos, or indoors within metal lugger/roll-off boxes or in segregated piles prior to being sent to market.

Any solid waste residuals will be stored temporarily in metal roll-off boxes. Material destined for landfill (a privately owned and operated licensed facility) will not exceed and average of 200 tonnes per day.

In the event that the proponent requires any product that is associated with the process to be temporarily stored outside the facility, the proponent has indicated that the product will be appropriately tarped and bermed as to prevent any form of the product's migration off-site.

The proponent is requesting approval to operate the facility 24 hours per day, 7 days a week and be permitted to have an unrestricted service area. The primary use of this facility will be to service the steel making industry in order to perform resource recovery and recycling for this by-product.

All processing for each of the three operations will be conducted indoors and have absolutely no impact on the storm sewers.

Contingency Planning and Safety

Philip Environmental Inc. will prepare a specific Contingency Planning Manual which will serve as a resource for staff on issues such as spills, fires, and nuisance control. The manual will be sent to the City, the Region and the MOEE.

City of Hamilton and Regional Department's Comments

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from pertinent City and Regional Departments were requested to review the background documentation provided by Philip Environmental Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Waste Management, Environmental Health Services, Building and Noise Control of Public Works.

City and Regional staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in the proponent's proposal.

It was determined by the relevant City and Regional staff departments that the proposal would not compromise any relevant City waste management initiatives, or specifically have any impact on the sewer system, provided that the Region's containment suggestions regarding outdoor storage of materials are implemented (please refer to Industrial Waste memo, March 27, 1997). Philip Environmental Inc. have agreed to include the Region's Spills telephone number, and a Regional Staff employee as a contact, within the Philip Contingency Planning Manual.

The proposed site is located in a heavy industrial area, hence will not conflict with the City's Official Plan.

The Fire Department reviewed the application and had no objections to the site at the location, provided Philip Environmental Inc. conforms to various conditions. The conditions will be incorporated into the CofA to be complied by the proponent (please see attached list of fire safety requirements).

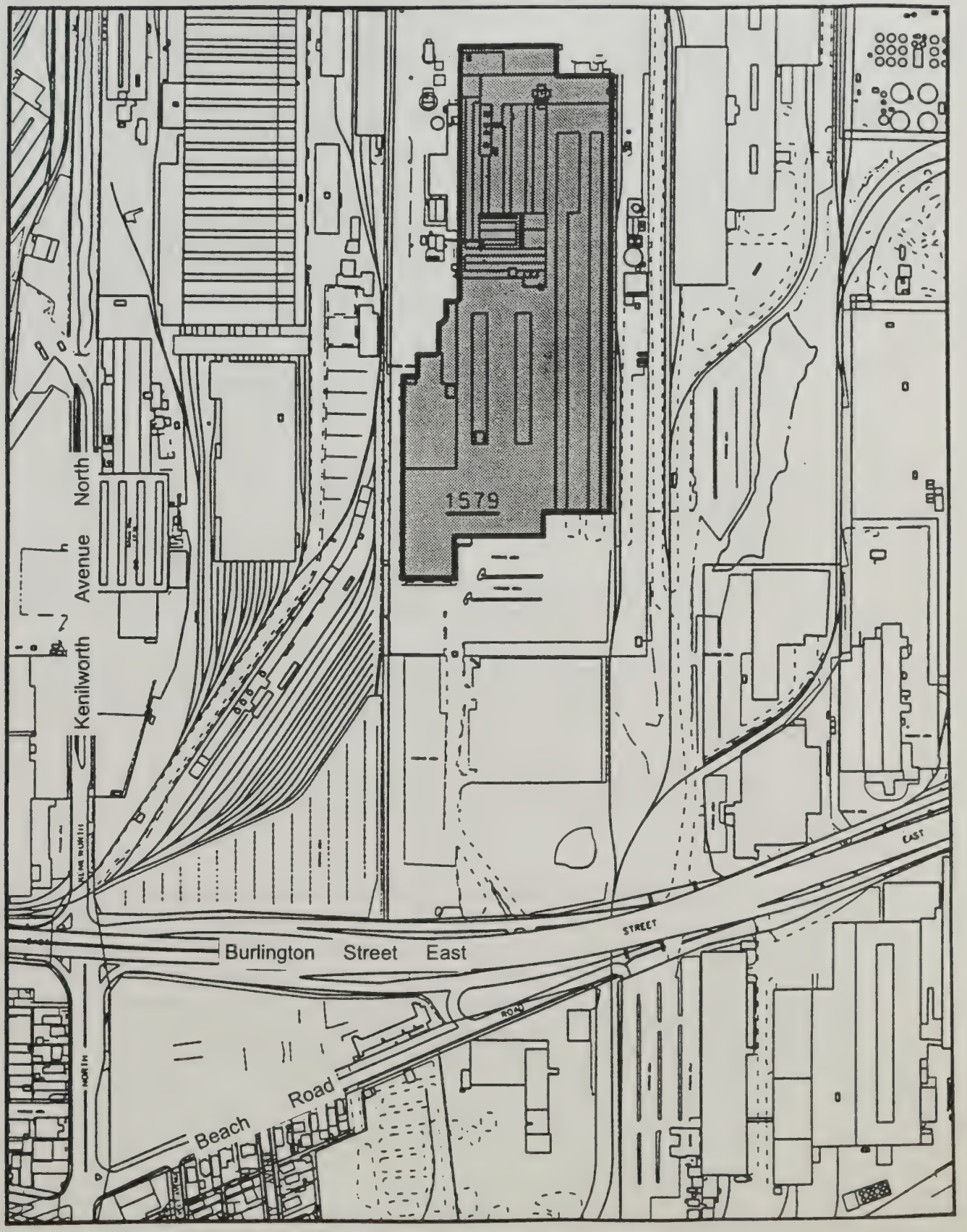
The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts and no negative impacts currently exist, or are expected to materialize, as a result of the proponent's proposed activities.

The environmental and economic benefits are quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs. Establishing the Metal By-Product Processing operation will create 25 new jobs in the Region. The ZIPP furnace operation will create approximately 50 new jobs initially at the site. When the site reaches full operating capacity, in excess of 100 people will be employed at the site, doing work related to the Blue Box Paper Storage and Cable, Wire and Plastic Resource Recovery operations.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

Attach.



Philip Environmental Inc. Application for a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site (Processing) at 1579 Burlington St. East, Hamilton.

Received
March 24/97

HAMILTON FIRE DEPARTMENT

FIRE PREVENTION DIVISION

MEMORANDUM

****

TO: Mr. V. Terluk
Solid Waste Contracts Supervisor
Regional Engineering Department

YOUR FILE:

FROM: J. R. Winn
Chief Fire Prevention Officer

OUR FILE: 1211
PHONE: 546-3350

SUBJECT: Philip Environmental Application for a Certificate of Approval for a Waste Disposal Site (Processing), 1579 Burlington Street East

DATE: 21 March 1997

This Department has reviewed the above noted application and has no objections to a waste disposal site at the above mentioned location provided the applicant conforms to the following:

1. Any new construction, renovations, or installation of equipment in the existing buildings to accommodate the new processes shall be carried out under permit from the City of Hamilton building Department to meet the Ontario Building Code.

2. If any flammable and/or combustible liquids are stored or processed, these rooms shall be provided with fire protection conforming to N.F.P.A. 30 and Part 4 of the National Fire Code.

3. Written documentation from a qualified contractor must be submitted to this Department confirming that the existing sprinkler system will adequately protect the commodities being stored and the processes conducted within the building. If the documentation indicates that the present sprinkler design does not provide adequate protection, the sprinkler system will be required to be upgraded/replaced in conformance with N.F.P.A. 13 "Standard for Installation of Sprinkler Systems". Any upgrades must be completed under permit from the City of Hamilton Building Department.

- cont'd -

4. The indoor storage of waste materials shall meet the requirements of Section 3.3.2. of the Ontario Fire Code, as applicable, for the allowable size of storage piles (maximum area of 1000m^2 in sprinklered buildings), the size and location of fire access aisles and pile clearances to sprinkler heads.

5. The outdoor storage of combustible salvage materials shall meet the requirements of Section 3.5 of the Ontario Fire Code, as applicable, for the allowable size of storage piles (maximum area of 100m^2, maximum height of 3m), the pile clearances from adjacent piles and from property lines (minimum 3m), adequate separation and signage for combustible metals, and provisions for fire extinguishing and fire fighting (i.e. portable fire extinguishers and fire hydrants).

6. Submission to this Department of the proposed contingency plan for the facility as it relates to fire emergencies, and approval of same.

7. Any use of either the Banbury Penthouse area or the Office Tower will require that any fire protection equipment or system that was previously permitted by this Department to be shut down or discontinued shall be restored, tested and maintained, as required, to ensure proper operation.

JRW/bjr

REGIONAL ENVIRONMENT DEPARTMENT

MEMORANDUM

****

TO: V. Sferrazza
Waste Management Analyst
Regional Environment Department

YOUR FILE:

FROM: D. Millar
Acting Supervisor, Industrial Waste
Regional Environment Department

OUR FILE: Philip Env.
PHONE: (905) 546-2671

SUBJECT: Philip Enterprises Inc. Application for a Certificate of Approval No. A650104 for a Wast Disposal Site (Processing), 1579 Burlington Street East, Hamilton

DATE: March 20, 1997

A Staff review of the above-noted certificate of approval application indicated that adequate spill prevention and containment measures will be implemented at the site. Also that any solid and liquid waste will be appropriately dealt with through the proper Ministry guidelines.

During a phone conversation with Mr. M. Jovanovic of Philip, Chris, expressed that the Region's Spills Line # 545-1300, and Tom Moore as the contact person be included in the list of emergency telephone numbers in the Contingency Planning Manual. Chris also required that once this Manual is prepared, that a copy be submitted to our office.

As it stands the proposal put forth by Philip Enterprises Inc., is acceptable from a sewer use standpoint, with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049, and that they incorporate the above noted items.

CB/

cc: C. Banitsiotis, Pollution Abatement Officer, Regional Environment Department

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REGIONAL ENVIRONMENT DEPARTMENT

MEMORANDUM

****

TO: V. Sferrazza
Waste Management Analyst
Regional Environment Department

YOUR FILE:

FROM: D. Millar
Acting Supervisor, Industrial Waste
Regional Environment Department

OUR FILE: Philip Env.
PHONE: (905) 546-2671

SUBJECT: Philip Enterprises Inc. Application for a Certificate of Approval No. A650104 for a Wast Disposal Site (Processing), 1579 Burlington Street East, Hamilton

DATE: March 27, 1997

Further to our memo of March 20th, staff have been informed that there is outdoor storage of materials on the site, which may have the potential through precipitation and run off to enter the storm sewer.

During a phone conversation with Mr. M. Jovanovic of Philip, Chris, expressed that all run off from these stored materials be contained so that they do not enter the storm sewer. Mr. Jovanovic expressed that currently there is only temporary storage of materials outdoors and that all the proper containment measures will be taken to prevent any run off from entering the storm sewers. Mr. Jovanovic also stated that in the future once these piles are diminished that there will not be any further outdoor storage of materials. Mr. Jovanovic went on to state that the lugger boxes in the lugger box storage area are sealed and the storage area will be burmed.

As it stands the proposal put forth by Philip Enterprises Inc., is acceptable from a sewer use standpoint, with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049, and that they incorporate the above-noted item.

CB/

cc: C. Banitsiotis, Pollution Abatement Officer, Regional Environment Department

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CITY OF HAMILTON

- RECOMMENDATION -

4(i)(b)

DATE: 1997 April 10
SWE308-07-H

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: **Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) at 2380 Brampton Street, Hamilton**

RECOMMENDATION:

a) That the West Central Branch of the Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 2380 Brampton Street, Hamilton on the condition that the MOEE revisit the Certificate of Approval in September 1997, to ensure that the remedial action taken by the proponent to mitigate odours is effective during the summer months, and that all other environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this Report be forwarded to the MOEE West Central Branch for consideration; and

c) That the MOEE be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval amendment for Hamilton Bio Conversion Inc. to the City of Hamilton.

D. Lobo
Commissioner of Public Works and Traffic

J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the MOEE has received an application from Hamilton Bio Conversion Inc., requesting an amendment to its existing Provisional Certificate of Approval (CofA) No. A650025 for a Waste Disposal Site (Processing) located at 2380 Brampton Street, Hamilton. The application requests an expansion of the current operations. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposal from a municipal jurisdictional perspective.

Tabled Report

A staff report dated January 14, 1997 responding to the MOEE request for comments recommended that the City object to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional CofA for a Waste Disposal Site (Processing) for the site located at 2380 Brampton Street, Hamilton, until an Odour Abatement Program was implemented and monitored to demonstrate, after a minimum six month testing following the Program commencement, that no negative odour problems affect nearby residents and businesses.

At the January, 20 1997 Transport and Environment Committee (T&E) meeting, representatives from Hamilton Bio Conversion Inc. appeared as a delegation to speak on behalf of the application and the staff recommendation report. The delegation requested that the report be tabled on the premise that the six month Odour Abatement Program be completed, and that the Hamilton Bio Conversion application be evaluated with the inclusion of the results from the six month monitoring program. The T&E members agreed to table the report and directed staff to prepare a new report that incorporated the six month trial program results.

Company Profile and Operations Description

The proponent, Hamilton Bio Conversion Inc., is in the business of waste conversion and waste management. The company is the developer of a patented process that rapidly converts organic waste into high value feed supplement for the agricultural industry, or an organic fertilizer and soil conditioner for the fertilizer industry. The plant has been opened since July, 1995.

Hamilton Bio Conversion Inc. processes various non hazardous solid and liquid food wastes generated by fruit and vegetable wholesalers, retailers, bakeries, and restaurants. These wastes are transported to the facility, slurried and fermented under aerobic thermophilic conditions to produce a single cell protein. The protein is dried to permit handling and packaging and then marketed as a high protein animal supplement.The process is all done indoors (please see attached for a complete process description).

The entire process will be enclosed in a building under negative pressure. All parts of the process will be vented to the odour combustor unit, including: the truck unloading bay, off gases from the receiving hopper/shredder/blending tank assembly, all off gases from the raw slurry storage tanks/fermented solids storage tank/recycle sump, and all off gases from the dryer unit.

Operational Effects

a) Odour Nuisances

In September 1996 the Regional Environmental Health Branch received odour nuisance complaints from the nearby residents, subsequently the Branch expressed concerns about the operations and any subsequent expansion. Therefore, prior to the proponent receiving an amended CofA, staff opposed any increase in operations and required assurances from the company that an odour control system would be implemented that would eliminate any existing odour problems and prevent potential odour nuisances from the proposed expanded operations from impacting on neighbouring businesses and residents (please see attached memorandum). Thus, staff requested that Hamilton Bio Conversion Inc. implement an Odour Abatement Program and conduct a six month trial period which would provide sufficient time to assess the Program's effectiveness.

Hamilton Bio Conversion began implementing steps to address the odour nuisances in October 1996. The Odour Abatement Program involved the following:

- structural changes to the building, such as repositioning air ducts and programming air fans;
- applying particular natural organic misting agents to the operations so when the spray is applied to the malodorous substances any offensive odours are nullified; and
- installing an odour control misting system at the discharge of the exhaust stack from the plant hot water boiler.

(Please refer to the attached letter for a complete analysis of the company's Odour Abatement Program).

The above-mentioned improvements will complement the odour combustor (compact regenerative thermal oxidizer) which was implemented in 1995. This odour combustor improves thermal efficiency by recovering 95% of the energy utilized. The replacement of the odour absorption system with an odour combustor treats all the air in the plant, including air from the transfer station, which is directed to the dryer, prior to entering the odour combustor which has a operating temperature of 900 degree Celsius and a residence time of 0.75 seconds.

Air emissions from the proposed plant are expected to be well below MOEE guidelines and these measures indicate that significant improvements have been made to the odour control system. Since the six month trial period began, the MOEE and the Health Services Department have received no odour complaints from the neighbours in the area.

Staff acknowledge the positive results from the six month testing period for the Odour Abatement Program which demonstrated that Hamilton Bio Conversion operations produced no negative odour problems affecting nearby residents and businesses.
Moreover, staff are satisfied that the remedial measures have fulfilled the City's requests to address the odour concerns, and that Hamilton Bio Conversion will continue to monitor the odour implications from its operations on a continuous basis.

The Regional Public Health Department expressed satisfaction with the remedial action taken by the proponent and do not anticipate further odour problems, but nevertheless suggested that the MOEE review the CofA in September, 1997 to ensure that the mitigative efforts implemented are effective throughout the summer months.

Since the original CofA was granted, the proponent has implemented other operational and process changes, which include improvements to the receiving area for incoming waste and modifications to the storage facilities within the building.

b) Expanded Hours of Operation and Increased Tonnage Capacity

The proponent has requested the plant be permitted to accept up to a maximum of 278 tonnes of liquid and solid non hazardous organic food packing, processing, preserving, preparation and restaurant or food kitchen waste including agricultural, processed organic waste, leaf and yard waste and source separated residential waste. Currently, the plant receives 113 tonnes of raw waste. The average daily throughput design capacity is rated at 181 tonnes per day. Total incoming waste shall not exceed 1393 tonnes per week.

The hours the plant would receive and process waste would be amended to 24 hours per day, 365 days per year. The waste receipt area would expand from the Regions of Hamilton-Wentworth, Halton and Niagara to include all provinces within Canada and the States of New York, Michigan, Pennsylvania and Ohio.

City of Hamilton and Regional Department's Comments

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Regional Environment Department, and pertinent City and Regional Departments, were requested to review the background documentation provided by Hamilton Bio Conversion Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any relevant City or Regional waste management initiatives, have any impact on the sewer system, or conflict with the City Hamilton Official Plan. The proposed site is located in a heavy industrial area.

The Fire Department has served the Hamilton Bio Conversion Inc. a report indicating deficiencies pertaining to the present set-up and occupancy of the building (please see attached list of fire safety requirements). Provided that all the requirements are complied with the Fire Department has no objection to the application.

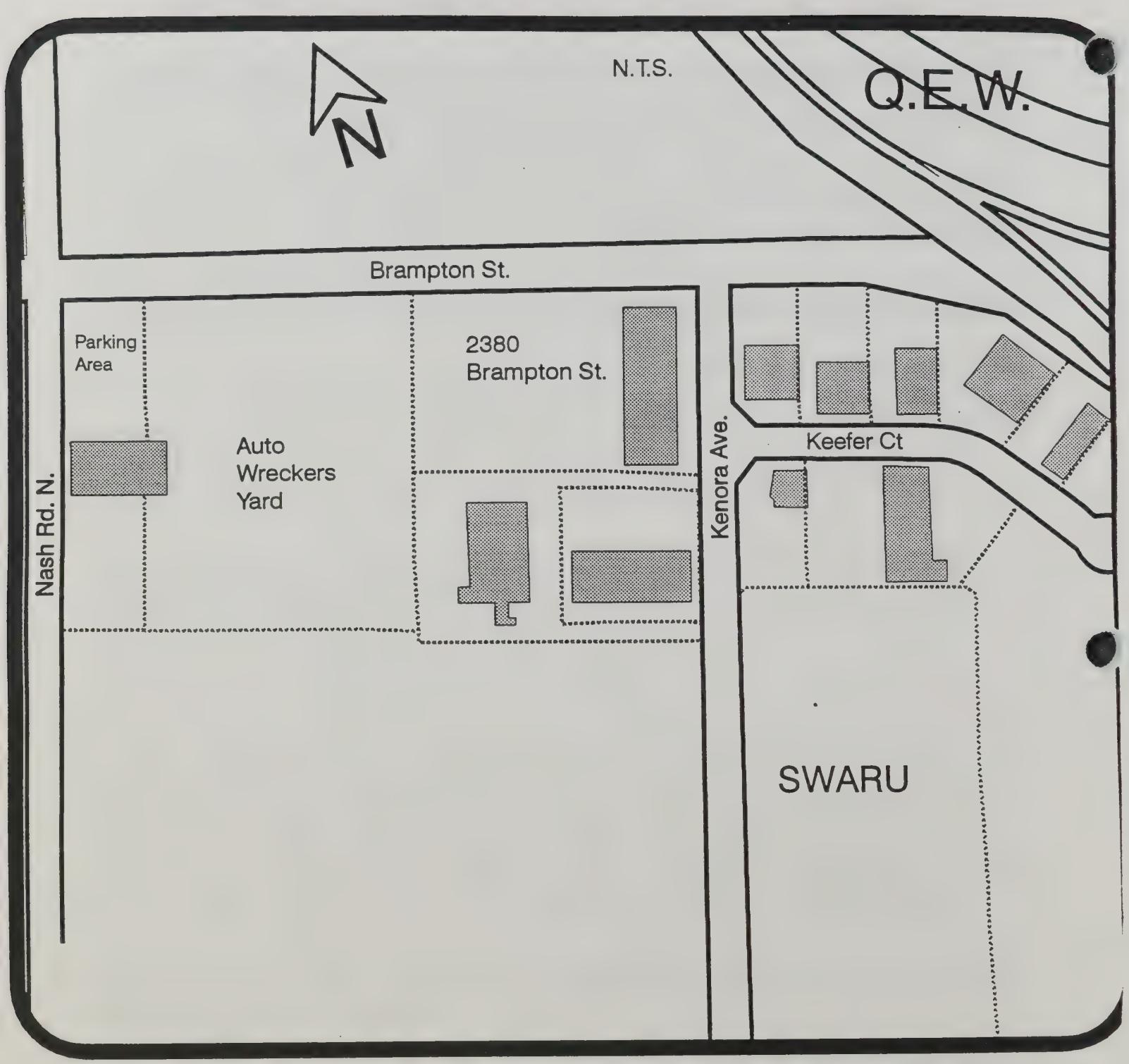
The facility has been evaluated in terms of potential air quality and odour, water, noise and visual impacts. As noted above, the proponent has made a significant financial investment to minimize any odour problems with the increased operations.

No other negative impacts currently exist or are expected to materialize as a result of the proponents proposed activities. The benefit is quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

Attach.


N.T.S.
N
Q.E.W.
Brampton St.
Parking Area
Auto Wreckers Yard
2380 Brampton St.
Nash Rd. N.
Kenora Ave.
Keefer Ct
SWARU

Hamilton Bio Conversion Inc.

Process Description

Waste enters the plant through an enclosed receiving bay where it is dumped and trucks are cleaned prior to departure. Raw wastes are inspected and loaded into large and powerful hydropulpers to be ground and slurred in preparation for digestion. Prepared slurry is pumped to the raw waste storage tanks from where it is introduced to the processing tanks. In order to eliminate the possibility of foul odours escaping from the receiving area, the whole section is maintained under a slight negative air pressure and the exhaust air is processed through the thermal oxidizer system.

From the raw waste storage tanks, the slurry is fed on a continuous basis to four separate pairs of sequenced fermenters. There are numerous advantages to using separate units, including the ability to segregate raw waste materials if desired, and the possibility of mixing wastes to favour vigorous digestion and finally to tailor operating capacity to raw product availability. The raw material storage tanks are aerated to ensure that no anaerobic processes are initiated prior to entering the dual digesters.

This patented two stage fermentation process which is the heart of the system is tightly monitored and controlled to maintain optimal temperature, aeration rate and mixing. The reading of pH, dissolved oxygen and slurry temperature indicate to the control operator how the bio conversion process is progressing. Since the process is actually auto-thermal and microbes have tendency to auto regulate themselves by approaching their own growth limiting conditions in a cyclical fashion, speeding up and slowing down the Thermo Master process, intervenes to maintain conditions such that the organisms in the steepest part of their growth curve, thereby optimizing the natural process.

The fermentation or bio conversion takes place in closed tanks. Air is pumped in to maintain proper conditions for aerobic growth. Even though the aroma of the process is not unpleasant, the air from all tanks and from the raw receiving area is collected and sent to the thermal oxidizer before being allowed to leave the plant.

Once the process is complete, usually after 24 - 48 hours of microbial action at temperatures up to 70°C, the product is pumped to finished product holding vessels and from there to a blending/mixing with recycled dry product to produce a 50% solids material.

This mixture enters the final product dryer. Depending on a number of factors, including end use, the moisture in the finished material will be reduced to about 10%. The dry product is then processed through extruders to produce a pelletized end product for bagging or bulk shipment.

Each Thermo Master Plant is equipped with a quality control lab where all necessary day to day process and product monitoring tests can be performed.

HAMILTON-WENTWORTH REGIONAL PUBLIC HEALTH DEPARTMENT
ENVIRONMENTAL HEALTH BRANCH

MEMORANDUM

TO: V. Terluk
Supervisor, Waste Operations
Environmental Services

FROM: William Hunter, Director
Environmental Health Branch

EMAIL: whunter@hwdphs.hamilton.on.ca
PHONE: (905) 546-3571

DATE: October 17, 1996

SUBJECT: Hamilton Bio Conversion Inc.
2380 Brampton Street, Hamilton
Application to Amend Certificate of Approval

Your File: SWE 308-07-B

The above noted facility has been the subject of a number of odour complaints from neighbours over the past year. The company has prepared an Odour Abatement Program which will require a significant investment and ongoing monitoring.

Consequently, I would suggest that the Ministry of Environment and Energy be advised that this Region is opposed to any increase in operations at this facility, until such time as the Odour Abatement Program has been implemented and monitoring has shown it to be effective. In addition, the aforementioned Odour Abatement Program should be re-evaluated by the company's consultants to ensure that the proposed changes can accommodate any increase in operations without a negative effect on neighbouring businesses and residents.

Please feel free to contact me if you require any additional information.

A:\2380BRAM.PTO

HAMILTON-WENTWORTH REGIONAL PUBLIC HEALTH DEPARTMENT
ENVIRONMENTAL HEALTH BRANCH

MEMORANDUM

TO: Val Terluk
Supervisor of Waste Operations
Regional Environmental Services Department

FROM: Bill Hunter
Director, Environmental Health Branch

DATE: January 17, 1997

SUBJECT: Hamilton Bio Conversion Inc.
2380 Brampton Street, Hamilton
Application to Amend Certificate of Approval

Further to my memo dated October 17, 1996, the applicant has furnished this Department with a detailed explanation of the measures which it has implemented to abate the odours referred to in my previous correspondence. We have not received any odour complaints since this work was undertaken.

However, given the nature of the business, this Department would like to be satisfied as to the effectiveness of the odour abatement program during the summer months. Therefore, we would suggest that the amendment to the Certificate of Approval be accepted on a temporary basis, in order for this Department and the Ministry of Environment and Energy to evaluate the odour abatement program to determine its effectiveness during summer months.

If further clarification is required, please contact me at 546-3571.

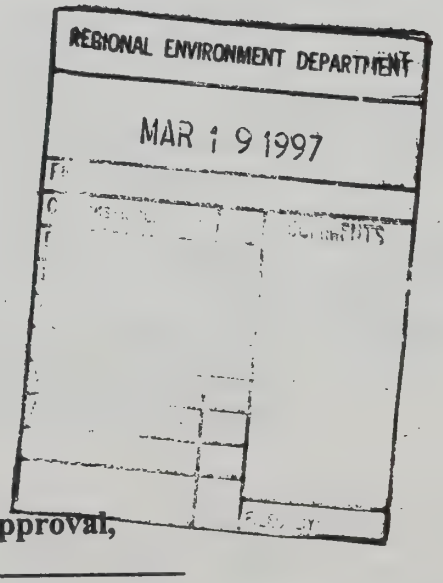
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METROPOLITAN PLANNING & ENGINEERING INC.
3370 SOUTH SERVICE ROAD
BURLINGTON, ONTARIO L7N 3M6
TELEPHONE: (905) 637-2926 FAX (905) 637-3268

February 28, 1997

Mr. J. D. Thoms
Commissioner
Regional Environment Department
The Regional Municipality of Hamilton-Wentworth
35 King Street East, 4th Floor
Hamilton, Ontario
L8N 4A9



Dear Mr. Thoms:

Re: Hamilton Bio Conversion Inc.
Application to Amend Provisional Certificate of Approval,
Waste Processing Facility, No. A650025

This is in response to your reports dated October 29, 1996 and January 14, 1997 (SWE308-07-H) to the Chairman and Members of the Environmental Services Committee on the subject amendment to the company Provisional Certificate of Approval, No. A650025 and the Environmental Services Committee meeting held November 5, 1996 and January 20, 1997.

An application for an amendment to Hamilton Bio Conversion Inc. Provisional Certificate of Approval has been circulated within the pertinent Regional and City of Hamilton Departments for comments. One negative comment was received from the Environmental Health Branch with regard to a number of odour complaints.

As a result of this concern your report recommended that the MOEE be advised that the Region object to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) until an Odour Abatement Program was implemented and monitored to demonstrate, after a minimum six month testing following the Program commencement, that no negative odour problems affect nearby residents and businesses.

...../2

The purpose of this letter is to outline the Odour Abatement Program that has been implemented at Hamilton Bio Conversion and indicate that item number 3 (Additional Measures Planned) stated in our January 7, 1997 letter has now been completed and is operational.

1. Misting Agent (EcoSorb)

The primary cause of the odour problem was due to the tipping bay doors being open a large portion of the time in order to accommodate the traffic flow during the unloading operation as well as the cleaning and loading of the empty plastic totes.

A product was brought to our attention that has been used by several operating plants that have had serious odour problems (E.g. tanneries, slaughter houses, refineries, food processing plants). The material is a natural organic product that originates from the sap of a native tree in Australia. It reacts with malodorous substances such as sulfur compounds to nullify the odour. The material is applied in the form of spray. It is not a masking agent. This system was installed at the plants two tipping bay doors in early October. Whenever the unloading bay doors are opened the misting system is activated and sprays a fine mist that reacts with any odorous substances. We consider this a positive step in reducing odours to the environment. The system is working effectively.

2. Plant Air Balance.

An engineering firm has confirmed that generally a negative air flow exists within the plant. Our observations confirm this. To assist in keeping the air flow to a minimum when the unloading bay doors are open, one of the large supply air ducts to the tipping bay area was turned away from the doors and the damper controls were adjusted.

In addition an interlock shut off device has been installed on the two fans that direct air to the tipping bay doors. Whenever the doors are open, a breaker switch is activated which shut off the fans thereby preventing any odorous air from entering the receiving area. This work was completed November 11, 1996.

...../3

3. Additional Measures Completed

A new high pressure washing system has been installed for hand washing of plastic totes. The new exhaust stack from the gas fired heater has been equipped with a misting system to encapsulate and destroy any potential odours from using inside combustion air.

Similarly, the odour control misting system has also been installed at the discharge of the exhaust stack from the plant hot water boiler. Again this gas fired furnace uses inside plant air for combustion air which at times can be odorous.

Plant cleanliness and immediate processing of waste material has also assisted in minimizing the generation of foul odours.

You can be assured that we will continue to monitor this program and if the measures implemented are not adequate then additional initiatives will be implemented.

We would like to point out that all of the odour complaints occurred during or prior to the month of September, 1996 while a research and development project was being conducted. This commercial scale research demonstration project involved the treatment of sewage sludge. The objective of the study was to demonstrate the efficacy of the process in converting sewage sludge to a useful end product for fertilizers and fertilizer supplements or soil amendments or conditioners that are safer, of higher value and of wider application than the unprocessed sewage sludge. A new indirect drying technology was also being evaluated. This project lasted for less than one week and was shut down due to problems with dryer.

We are pleased to report that the Ontario Ministry of Environment and Energy and your Environmental Health Branch have not received any complaints since the September research program. This is confirmed in a letter to Val Terluk from Bill Hunter, Director, Environmental Health Branch, dated January 17, 1997. This means that we have had 5½ months of odour free operation.

...../4

We would appreciate that this item be placed on the agenda of your Transportation and Environment Committee scheduled for April 8, 1997. We will be present to answer any questions with regard to this application.

Yours truly,



Karl Gonnsen, P.Eng.

KG/jc

cc: P.K. Dunn, Manager Waste Management, Region of Hamilton-Wentworth
Val Terluk;, Supervisor, Waste Management, Region of Hamilton-Wentworth
Vince Sferrazzo, Waste Management Analyst, Region of Hamilton-Wentworth
Kevin Christenson, Legislative Assistant, City of Hamilton; 71 Main Street W, 2nd floor
D. Lobo, Commissioner of Public Works and Traffic, City of Hamilton
Lee Van Biesbrouck , Supervisor of Approvals, Ontario Ministry of Environment & Energy
Martin McConnochie, Senior Environmental Officer, MOEE
Rene Branconnier, President, Hamilton Bio Conversion Inc.

FP/bjr

File No. 7247

Ontario Ministry of the Solicitor General and Correctional Services / Ministère du Solliciteur général et des Services correctionnels — Office of the Fire Marshal / Bureau du commissaire des incendies

Inspection Report / Rapport d'inspection

Fire Code / Code des incendies

Dated in Hamilton, Ontario this 17th day of October, 1996

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date of inspection / Date d'inspection October 10, 1996	Name of occupant / Nom de l'occupant(e)
Name of Fire Department / Nom du service des pompiers Hamilton Fire Department	Address of property / Adresse du bien 2380 Brampton Street
Address of Fire Department / Adresse du service des pompiers 55 King William Street	Hamilton, Ontario
Hamilton, Ontario	Occupancy or property use / Utilisation du bien ou occupation Industrial
Name and telephone no. of inspector / Nom et n° de téléphone de l'inspecteur (trice) N. Gruevski 546-3350	Name of owner / Nom du /de la propriétaire Hamilton Bio-conversion Inc.
Name of person contacted / Nom de la personne contact Dean Branconnier	Address of owner / Adresse du /de la propriétaire c/o Thermo Tech Technologies
Position and telephone no. of contact / Poste et n° de téléphone de la personne contact Assistant Plant Manager 561-3816	2380 Brampton St., Hamilton L8E 5V9

During an inspection of the above property, the following contraventions of the Fire Code (made under the Fire Marshals Act) were noted:
Les infractions suivantes au Code des incendies (pris en application de la Loi sur les commissaires des incendies) ont été relevées lors de l'inspection du bien susmentionné:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Description de l'inspection
1	6.3.2.1.	Establish a maintenance program for the building's fire alarm system in
		accordance with Article 6.3.2.1. of the Ontario Fire Code which
		references Section 4 of ULC Standard ULC S536-1979. This will require:
		a) a complete test of the building's fire alarm system now and annually
		hereafter
		b) the monthly test now and monthly hereafter and the daily check as
		described in the above regulations.
2	6.5.3.-	Establish a maintenance program for the building's sprinkler system in
	6.5.6.	accordance with Subsections 6.5.3.-6.5.6. inclusive of the Ontario Fire
		Code. Test the building's sprinkler system now as per the time intervals
		outlined in Articles 6.5.5.1.-6.5.5.7. inclusive of the Ontario Fire
		Code.
3	6.6.5.6.	Establish a maintenance program for the private fire hydrant(s) located
	& 6.6.5.7.	as follows:
		a) private hydrant at north side of the property.

Please note that the above contraventions of the Fire Code constitute offences under the Fire Marshals Act and you are advised to take corrective action

Ontario

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date	Forming part of: / Accompagnant:	At property address / À l'adresse de l'immeuble
	[X] Inspection Report / Rapport d'inspection [ ] Notice of Violation / Avis d'infraction	2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Hydrant water flow shall be inspected annually in accordance with Article 6.6.5.7. of the Ontario Fire Code. This will require the main valve of the hydrant to be opened fully and the hydrant operated with one port open and the water flow checked.
4	2.7.3.3. (2)(3)(4)	Establish a test and inspection program for the building's emergency lighting unit equipment in accordance with the manufacturer's specifications and instructions and in accordance with 2.7.3.3.(1)-(4) of the Ontario Fire Code. This will require: a) a test of the equipment now and annually hereafter as described in the above regulations b) a test of the equipment now and monthly hereafter as described in the above regulations.
5	1.1.2.1.	a) Keep a written record available of tests required as referenced in items #1, #2, #3 and #4. These records are to include corrective measures taken and are to be kept for a period of two (2) years after they are made. b) Make available for inspection by the Chief Fire Official, the written records of all tests and corrective measures as referred to in a) above, on or before November 18, 1996. NOTE: A failure to conduct and keep records of the monthly and yearly fire alarm and emergency lighting testing, presently and in the future, will result in an immediate charge for failing to comply with O.Reg. 454, as amended. Contact Inspector N.

Ontario

Ministry of the Solicitor General and Correctional Services | Ministère du Solliciteur général et des Services correctionnels | Office of the Fire Marshal | Bureau du commissaire des incendies

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date	Forming part of: / Accompagnant:	At property address / À l'adresse de l'immeuble
	☒ Inspection Report / Rapport d'inspection ☐ Notice of Violation / Avis d'infraction	2380 Brampton Street

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		Gruevski at 546-3350 to make arrangements for inspection of the test records.
		Compliance with the above requirements is expected within 30 days from the date of this correspondence. This Department will conduct a re-inspection after the 30 day period expires.

4(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 1

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT: Collection of Bulk Garbage, Five Year Term Ending 2002
(PW97.1101)

RECOMMENDATION:

a) That a Purchase Order be issued to Premier Waste Systems Ltd., Hamilton in the amount of $128,000 per year, plus G.S.T., for a five year term, being the lowest of five proposals received for the Collection of Bulk Garbage in accordance with the specifications issued by the Purchasing Division, Treasury Department and the Vendor's proposal;

b) That a contract be entered into satisfactory to the City Solicitor;

c) That, subject to (b) above, the Contract start date be Monday, 1997 June 16; and

d) That this expenditure be financed through Garbage Collection Account CH 56319 60301.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of this five year contract is $128,000 in the first year plus G.S.T. for a total first year cost of $136,960. The annual price is adjusted for each subsequent year of the Contract in accordance with the Consumer Price Index, All Items, Not Seasonally Adjusted.

This recommendation represents a cost savings of $26,706.34 per year over current costs.

BACKGROUND:

For many years now, the City of Hamilton has hired Contractors to pick up bulk garbage such as televisions, dressers, carpets, couches, mattresses, chairs, lawn mowers and up to four (4) tires. In past contracts, white goods were also a part of this work but that is now done through the Region using a separate contractor.

The Vendor with the low tendered price, Premier Waste Systems Ltd., has been interviewed by representatives from Purchasing as well as Public Works and Traffic and staff are convinced that this company can do the work in accordance with the City's specifications.

Tender Analysis	Annual Price	G.S.T.	Total Annual
Premier Waste Systems Ltd.	$128,000.00	$8,960.00	$136.960.00
Disposal Management of Can.	$139,900.00	$9793.00	$149,693.00
Budget Environmental Disposal Limited	$165,000.00	$11,550.00	$176,550.00
Waste Management Halton/Hamilton	$165,613.00	$11,593.91	$177,205,91
Canadian Waste Services Inc.	$249,900.00	$17,493.00	$267,393.00
B.F.I. Limited	No Bid		

cf2DL/DH/

c.c. Law Department
Accounts Payable

4(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 21

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo, Commissioner
Department of Public Works and Traffic

SUBJECT: **Concrete Recycling**

RECOMMENDATION:

That a purchase order be issued in the amount of $114,571.55 plus applicable tax to Cox Construction, for concrete crushing at B.A. Court Yard and Brampton Street Yard being the lowest tender received in accordance with the Purchasing Division specifications and be financed from stock account CH 56197 60999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, the purchase order is recommended to the lowest tender as indicated in the following chart.

CONCRETE CRUSHING TO GRANULAR "A"

	Cox Const.	Vanzwol Trucking	Warren Ltd.	Haro Rock Paving	Waterloo Crushing
Part A	70,760.	102,080.	76,096.	97,208.	92,104.
Part B	47,355.	63,140.	47,068.	60,126.	56,969.
Total A&B	118,115.	165,220.	123,164.	157,334.	149,073.
Discount	3,543.	16,522.	0.	0.	0.
Net Total	**114,571.**	**148,698.**	**123,164.**	**157,334.**	**149,073.**

.../2

The granular "A" product that is produced from this operation will be utilized in various road and sidewalk reconstruction and maintenance projects. The initial costs for the crushing are borne from the stock account CH56197-60999.

The granular "A" product will then be within the City's inventory and charged, as used, against the various projects.

The cost per tonne of crushed granular "A" is approximately $3.06 per tonne (this is calculated by taking the price of $114,571. ÷ 37,500 tonnes of waste concrete) . Granular "A" purchased from local suppliers at competitive market price is $7.20 per tonne.

Therefore, the concrete crushing represents $155,429. in actual savings (37,500 tonnes @ $7.20 per tonne = $270,000. - $114,571. = $155,429.)for the various projects in which the gravel will be used.

From a cost/benefit perspective, not only is the crushed concrete granular "A" approximately 40% cheaper than if purchased at market value, it has the re-used benefit of recycling.

The recycling aspect of this proposal reduces demand for landfill space and saves further dollars by reducing out of town transportation costs and disposal tipping fees.

When one considers the cost of shipping and landfilling the concrete, as a by product of sidewalk reconstruction, versus the cost of "short hauling", the concrete to the B.A. Court and Brampton Street Yards, then the cost/benefit return to the city is high. This is demonstrated readily as follows; when comparing the previous practice of landfilling with todays practice of recycling.

COST/BENEFIT TO THE CITY

Cost to Landfill

a) 37,500 tonnes of broken concrete hauled at 7 tonnes per load is 5,357 trips at $89.50 (includes all labour, equipment and tipping fees) = $479,451.

Short Haul in City and Store at City Facility

b) 37,500 tonnes of broken concrete at 7 tonnes per load is 5,357 trips at $27.24 (recognizing that there is reduced transportation and no tipping fees) = $145,924.

a) $479,451.
b) - $145,924.

Savings $333,527.

Therefore, total savings for recycling and reuse are $488,956 ($333,527. + $155,429.).

.../3

As a business case, the community savings of recycling the broken concrete from sidewalk and curb reconstruction, in addition to the savings realized through lower costs for the reusable end product make this proposal desirable.

There are no legal or staffing implications.

BACKGROUND:

The Department of Public Works and Traffic has stockpiled quantities of waste concrete from various reconstruction projects at Brampton and B.A. Court Yards. Crushing operations have been undertaken at these locations previously with no negative impacts to adjacent properties or residents.

The recommendation in this report is to award the purchase order to the lowest tendered contractor to crush the concrete into reusable granular "A".

The recycled granular "A" will be inventoried and charged to various Streets Division reconstruction projects, as it is used.

CFE/RG/jdp

4(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Donation of Granite Sette Cobblestones to the Workers Arts and Heritage Centre**

RECOMMENDATION:

That a donation of 195 granite cobblestones previously removed from Ferguson Avenue and valued at $1,380 be granted to the Workers Arts and Heritage Centre.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the 195 stones have a market value of $1,380. Donating these stones to the Workers Arts and Heritage Centre will eliminate the 195 pieces from use in any future civic project or from their potential resale. There are sufficient remaining cobblestones available for use in any currently known civic projects.

From a staffing perspective volunteers from the Department of Public Works and Traffic, C.U.P.E. Local 5 will donate their time to clean, stack and transport the stones from Brampton Works Yard to the Arts & Heritage Centre.

BACKGROUND:

At its meeting held on February 13, 1996 City Council authorized "that the Commissioner of Public Works and Traffic be authorized to sell surplus cobblestone salvaged from Ferguson Avenue."

Subsequently all of the cobblestones that have been cleaned and stacked were sold in accordance with this direction.

The Workers Arts and Heritage Centre has requested a donation of three skids or 195 of these cobblestones for their use on site to construct a stair and patio area.

The Workers Arts and Heritage Centre has noted that their facility operated as a Customs House from 1860 to 1887. The granite cobblestones would have likely come to Hamilton as ballast in the holds of wooden sailing ships during that time period. From a historical perspective the cobblestones and the Customs House are strongly linked and it is fitting that they be utilized in the landscape setting at this location.

CFE/rb

c.c. Mary Breen, Executive Director, Workers Arts & Heritage Centre
c.c. Charlie Gibbs, Superintendent, Streets & Sanitation

4(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-066-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Status of Limeridge Road Due to the Opening of the Red Hill Creek Expressway

RECOMMENDATION:

(a) That stop controls be implemented, as a result of consultation with area residents and the Ward Aldermen, at the following intersections:

i) Eastbound/Westbound on Limeridge Road East at Brewster Street
ii) Westbound on Bacall Crescent (West) at Birchview Drive
iii) Eastbound on Basin Crescent (East) at Birchview Drive
iv) Eastbound on Basin Crescent (West) at Birchview Drive
v) Northbound/Southbound on Birchview Drive at Bloor Street
vi) Northbound/Southbound on Birchview Drive at Beryl Street
vii) Eastbound/Westbound on Lockton Crescent at Lawson Street
viii) Eastbound/Westbound on Limeridge Road East at Lockton Crescent
ix) Eastbound/Westbound on Limeridge Road East at Lawnview Drive
x) Eastbound/Westbound on Limeridge Road East at Manning Avenue
xi) Westbound on Goldstrum Avenue at Ridge Street
xii) Northbound/Southbound on Ridge Street at Goldstrum Avenue
xiii) Northbound/Southbound on Ridge Street at Victor Boulevard (North)
xiv) Eastbound/Westbound on Limeridge Road West at Hawkridge Avenue
xv) Westbound on Aldridge Street at Hawkridge Avenue
xvi) Eastbound on Aldridge Court at Hawkridge Avenue
xvii) Eastbound/Westbound on Aldridge Street at Caledon Avenue
xviii) Northbound/Southbound on Hawkridge Avenue at Jameston Avenue
xix) Eastbound/Westbound on Jameston Avenue at Caledon Avenue
xx) Eastbound on Tyrone Drive at Hawkridge Avenue; and
xxi) Eastbound/Westbound on Limeridge Road East at Kingfisher Drive

(b) That the above stop controls be implemented in conjunction with the Limeridge Road closures, on or about 1997 July 01; and

(c) That Limeridge Road from Upper Ottawa Street to West 5th Street be removed from the Snow Route system; and

(d) That parking be allowed at all times on the south side of Limeridge Road East from Kingfisher Drive to the easterly end; and

(e) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs. Costs relating to "gateway" islands and pavement marking revisions will be funded by the Regional Transportation Department through the Red Hill Creek Expressway project.

BACKGROUND:

At the 1996 December 02 meeting of the Transport and Environment Committee, members discussed the issue of the East/West Freeway opening and subsequent closure of Limeridge Road at various locations to allow construction of the freeway interchanges. The Committee directed the Community Traffic Services Division to deal with the issue on a community wide basis and that plans to deal with the anticipated traffic situations be prepared and presented to mountain residents for their information and input.

After extensive consultation and involvement with all Ward Six, Seven and Eight Aldermen, three public meetings, attended by several hundred residents, were held during February and March of this year and involved four neighbourhoods; Greeningdon, Berrisfield, Lawfield and Yeoville. These meetings involved presentations by the Regional Transportation Department relating to scheduling and construction of the East/West Freeway as well as Community Traffic Services advising of proposals to discourage through traffic in these neighbourhoods. The proposals presented include the following:

(a) Narrowing of Limeridge Road from its current four lanes to two lanes. This will be accomplished by painting a median in the centre of Limeridge and narrowing the travelled portion of road to one lane in each direction as shown on Attachment "A". Limeridge will be maintained as a four lane roadway from Upper Ottawa Street to Mountain Brow Boulevard and from Upper Sherman Avenue to the entrance to Limeridge Mall. The residents on Limeridge, east of Kingfisher, have asked that parking be allowed on one side of this dead end portion of roadway and Alderman Merling has advised that he concurs with this request.

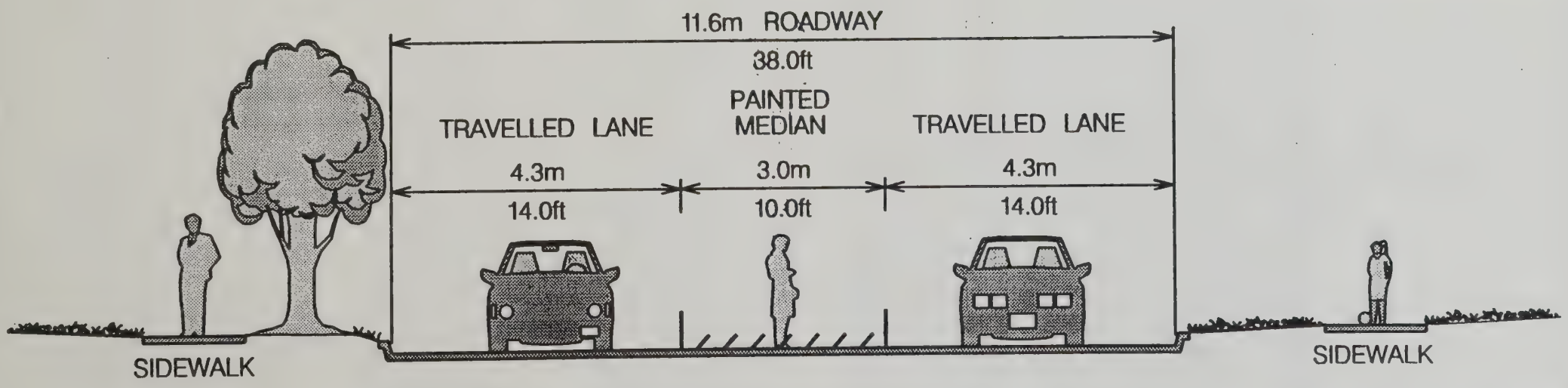
(b) Construction of "gateways" which consist of islands or road narrowings at strategic locations to inform motorists that the characteristic at the roadway is changing. These "gateways" narrow the roadway to one lane and will provide neighbourhood identification by way of signing. The locations involved are at the intersections of Limeridge at Upper Ottawa, Upper Sherman, West 5th and on Limeridge several hundred feet west of Upper Wellington. A sketch of the proposal is shown on Attachment "B".

(c) Erection of stop controls at various locations. The position taken by staff and the Ward Aldermen involved the placement of stop controls at strategic locations to make Limeridge and the adjacent local streets less attractive to "shortcutting" or through traffic. The proposed locations were overwhelmingly endorsed at the three public meetings. Several additional locations were identified by the public which have been included in the final strategy and agreed to by staff and the Ward Aldermen.

As of 1997 June 22, transit service will no longer be provided on Limeridge from Upper Ottawa to West 5th and as a result this roadway is no longer required as a snow route.

ERA/MBH/kg
Attachs.

ALTERNATE ROAD LAYOUT FOR LIMERIDGE ROAD



PREPARED BY THE TRAFFIC DIVISION OF THE DEPARTMENT OF PUBLIC WORKS AND TRAFFIC
PLOTTED DATE: 10-FEB-1997

Attachment "A"


Upper Ottawa
Welcome to
THE
BERRISFIELD
NEIGHBOURHOOD

4(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 11, 1997
File No. TEC-069-97 / Author: D. Reiger/S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Status of Limeridge Road due to the opening of the Red Hill Creek Expressway - Bus Stop Removal

RECOMMENDATION:

That in accordance with the decision to remove transit service from Limeridge Road between Upper Ottawa and West 5th Street effective on or about 1997 June 22, the bus stops, as listed in the attached Appendix "A", be removed and the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway, in accordance with the decision to remove transit service from Limeridge between Upper Ottawa and West 5th, has requested permission to remove the bus stops listed in the attached Appendix "A" resulting in the elimination of Route 45 Limeridge. The elimination of this route will be effective as of June 22, 1997.

Staff has investigated this request and finds it satisfactory from a traffic point of view. The subject bus stop locations will be signed with "No Parking" regulations except in areas of required signal clearances which will remain as "No Stopping" regulations.

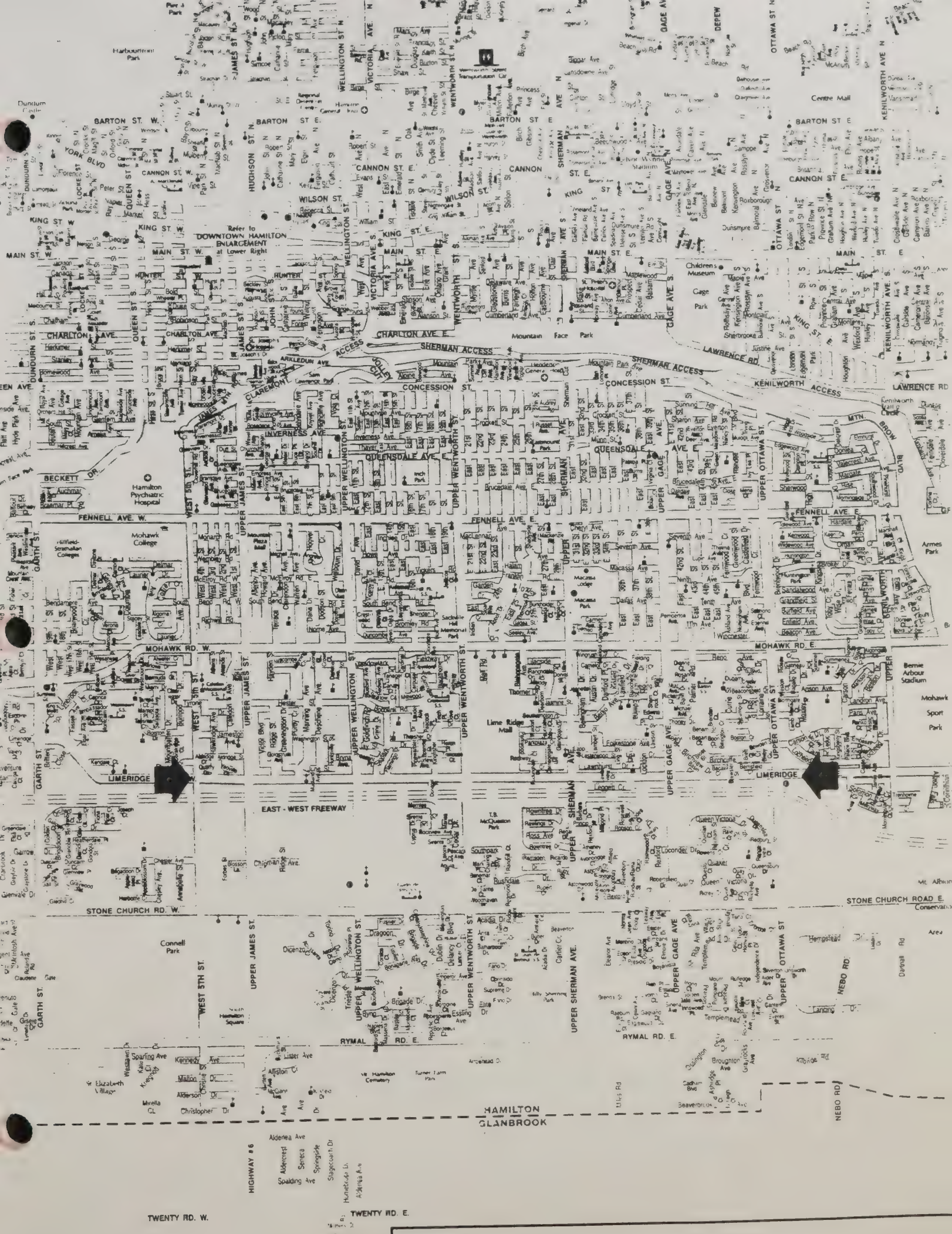
CVB/MBH/smg

Route #45 Limeridge

Delete - Eastbound	Limeridge Road West, south side, 48' west of the west curb line (projected) of Lynbrook Drive (M/B); and
Delete - Eastbound	Limeridge Road West, south side, 151' west of the west curb line of Upper James Street (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 61' east of the east curb line (projected) of Ridge Street (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 10' east of the east curb line (projected) of Maitland Avenue (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 94' west of the west curb line of Upper Wellington Street (N/S); and
Delete - Eastbound	Limeridge Road East, south side, 20' west of the west curb line (projected) of Flamingo Drive (M/B); and
Delete - Northbound	Kingfisher Drive, east side, 109' north of the north curb line of Limeridge Road East (F/S); and
Delete - Northbound	Kingfisher Drive, east side, 45' south of the south curb line of Heron Place (N/S); and
Delete - Eastbound	Kingfisher Drive, south side, 16' west of the west curb line (projected) of Dove Court (M/B); and
Delete - Eastbound	Kingfisher Drive, south side, 68' west of the west curb line of Upper Wentworth Street (N/S); and
Delete - Eastbound	Limeridge Road East, south side, 276' west of the west curb line (projected) of Rockingham Drive (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 480' west of the west curb line of Upper Sherman Avenue (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 34' west of the west curb line of Upper Sherman Avenue (N/S); and
Delete - Eastbound	Limeridge Road East, south side, 44' east of the east curb line (projected) of Lawnview Drive (M/B); and

Delete - Eastbound	Limeridge Road East, south side, 98' east of the east curb line of the east leg of Leggett Crescent (F/S); and
Delete - Eastbound	Limeridge Road East, south side, 10' east of the east curb line (projected) of Lockton Crescent (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 228' west of the west curb line of Upper Gage Avenue (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 24' east of the east curb line (projected) of Birchview Drive (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 25' west of the west curb line (projected) of Brewster Street (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 23' west of the east curb line (projected) of Berrisfield Crescent (M/B); and
Delete - Eastbound	Limeridge Road East, south side, 55' west of the west curb line of Upper Ottawa Street (N/S); and
Delete - Westbound	Limeridge Road East, north side, 65' east of the east curb line of Berrisfield Crescent (N/S); and
Delete - Westbound	Limeridge Road East, north side, 37' east of the east curb line of Brewster Street (N/S); and
Delete - Westbound	Limeridge Road East, north side, 76' east of the east curb line of Birchview Drive (N/S); and
Delete - Westbound	Limeridge Road East, north side, 134' east of the centre line of Upper Gage Avenue (N/S); and
Delete - Westbound	Limeridge Road East, north side, 42' east of the east curb line of Lockton Crescent (N/S); and
Delete - Westbound	Limeridge Road East, north side, 18' east of the east curb line of Lawnview Drive (N/S); and
Delete - Westbound	Limeridge Road East, north side, 18' east of the east curb line of Upper Sherman Avenue (N/S); and

Delete - Westbound	Limeridge Road East, north side, 600' west of the west curb line of Upper Sherman Avenue (M/B); and
Delete - Westbound	Limeridge Road East, north side, 810' east of the east curb line of Upper Wentworth Street (M/B); and
Delete - Westbound	Kingfisher Drive, north side, 223' west of the west curb line of Upper Wentworth Street (M/B); and
Delete - Westbound	Kingfisher Drive, north side, 35' east of the centre line of Finch Place (N/S); and
Delete - Southbound	Kingfisher Drive, west side, 29' north of the north curb line of Sparrow Court (N/S); and
Delete - Southbound	Kingfisher Drive, west side, 179' north of the north curb line of Limeridge Road East (M/B); and
Delete - Westbound	Limeridge Road East, north side, 81' east of the east curb line of Flamingo Drive (N/S); and
Delete - Westbound	Limeridge Road East, north side, 57' east of the east curb line of Upper Wellington Street (N/S); and
Delete - Westbound	Limeridge Road East, north side, 52' east of the east curb line of Maitland Avenue (N/S); and
Delete - Westbound	Limeridge Road East, north side, 38' east of the east curb line of Ridge Street (N/S); and
Delete - Westbound	Limeridge Road East, north side, 36' east of the east curb line of Upper James Street (N/S); and
Delete - Westbound	Limeridge Road West, north side, 62' east of the east curb line of West 5th Street (N/S); and
Delete - Westbound	Limeridge Road West, north side, 30' east of the east curb line of Garth Street (N/S)


BARTON ST. W.
BARTON ST. E.
CANNON ST. W.
CANNON ST. E.
KING ST. W.
KING ST. E.
MAIN ST. W.
MAIN ST. E.
CHARLTON AVE.
CONCESSION ST.
FENNELL AVE. W.
FENNELL AVE. E.
MOHAWK RD. W.
MOHAWK RD. E.
STONE CHURCH RD. W.
STONE CHURCH ROAD E.
RYMAL RD. E.
LIMERIDGE
EAST - WEST FREEWAY
HAMILTON
GLANBROOK
TWENTY RD. W.
TWENTY RD. E.
HIGHWAY #6
NEBO RD.
LAWRENCE RD.
KENILWORTH ACCESS
SHERMAN ACCESS
Refer to DOWNTOWN HAMILTON ENLARGEMENT at Lower Right
Hamilton Psychiatric Hospital
Mohawk College
Lime Ridge Mall
Mountain Face Park
Bernie Arbour Stadium
Mohawk Sport Park
Connell Park
Hamilton Cemetery
Turner Farm Park
Armeshead Dr.
Mt. Albion
Conservation Area

NOTES:

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 April 21
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 March 3rd.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) No. 49 Earl Street
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(b) No. 404 Cope Street
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(c) No. 79 Royal Avenue
Request for a Reserved "Permit parking" Space
for a Disabled Resident

(d) South Side of Hunter Street West,
James Street South to MacNab Street South

(e) Sanford Avenue North between Barton Street East
and Myler Street

(f) Hamilton Christian Fellowship Church
135 Strathcona Avenue North

(g) Balmoral Avenue North, north of Cannon Street East

(h) Montmorency Drive between Mount Albion Road and just north of Albright Road

(i) East side of Bond Street North, north of King Street West

(j) No. 17 Shaw Street -Request for a Reserved "Permit Parking" Space for a Disabled Resident

(k) Rosslyn Avenue South between Lawrence Road and Justine Avenue

(l) Bowman Street between Main Street West and Westwood Avenue

(m) Apartment Building at 123 St. Joseph's Drive

(n) Kinrade Avenue, south of Barton Street East

(o) No. 155 Parkview Drive - Request to remove the "No Stopping, wheelchair Loading Zone"

(p) No. 159 Prospect St. South - Request for a Wheelchair Loading Zone

(q) Apartment Building at No. 44 Queen Street North Application for a Time Limit Exemption Permit

(r) 70 Stanley Avenue - Commercial Boulevard Parking Agreement

ii. **Intersection Control**

(a) Intersection of Maplewood Avenue and Blake Street

(b) Intersection of Bonaparte Way and Fusilier Drive

(c) Intersection of Alexander Street and Reginald Street

(d) Intersection of Fay Avenue and Organ Crescent

iii. **Miscellaneous**

(a) City of Hamilton Snow Route Map

(b) Staff Changes in the Parking Control Section of the Community Traffic Services Division

(c) Provision of Concrete Cutting Saw Services

iv. **City Engineer**

(a) To Incorporate Certain City Land into Various Streets by By-laws

(b) 1997 Servicing Expenditures Related to Subdivisions

(i) Wellington Chase - Phase 5
Westview Estates

(ii) Allison Estates - Phase 4
Wisemount Estates - Phase 8

C. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

(i) Offer to Purchase (Highway Closure), 45 Owen Place
John W. Mudjar and Mary E. Mudjar

(ii) Offer to Purchase
Sale of City Property One Foot Reserve on
Bonaventure Drive, Frank Mulas Construction Ltd.

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1997 March 3
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice Chairman
Alderman M. Kiss
Alderman G. Copps
Alderman B. Morelli
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, City Business

Also present:
Alderman M. Caplan
Alderman Wm. McCulloch
Alderman D. Wilson
Alderman F. Eisenberger
Alderman B. Charters
Alderman D. Ross
Ms. B. Price, Hamilton Safety Council
Ms. G. Christmas, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. T. Arnold, Public Works and Traffic Department
Mr. M. Watson, Property Department
Mr. P. Baker, Parking Authority
Sgt. R. Graham, Hamilton-Wentworth Regional Police
Mr. D. Turvey, Commissioner of Transportation and Environment
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. N. Catalano, Economic Development Department
Ms. H. Kirkpatrick, Citizen Two-Way Street Committee
Mr. H. Mark, Citizen Two-Way Street Committee
Mr. L. Lintack, Citizen Two-Way Street Committee
Ms. C. Newell, C.A.A. South Central Region
Mr. H. Greenwood, St. Joseph's Hospital
Ms. M. Pocious, International Village B.I.A.
Mr. L. Kirkby, Chamber of Commerce
Mr. T. Brown, IPCF Properties Inc.
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Public Meeting, Traffic Patterns in the Downtown Core**

(i) **Citizen Two-Way Street Committee**
Howard Mark, Helen Kirkpatrick and Rick Lintack
Proposal of the Two-Way Street Committee to
Change the Traffic Pattern in the Downtown Core

The Committee was in receipt of a report dated 1996 November 14 from the Two-Way Streets Committee respecting the subject matter.

Helen Kirkpatrick, representing the Citizen Two way Street Committee, distributed a report respecting the subject matter dated 1997 March 03 and presented the Committees proposal for two way streets in the downtown core.

(ii) **Canadian Automobile Association South Central Region In Support of One-Way Streets in Downtown Hamilton**

The Committee was in receipt of a report from the Canadian Automobile Association, South Central Ontario respecting the subject matter dated 1997 March 3 and indicated the Automobile associations opposition to the proposal.

Submissions on the issue were made to the Committee by the following individuals:

- Hugh Greenwood, St. Joseph's Hospital - Indicated opposition for safety and hospital access reasons.

- Mary Pocious, International Village - B.I.A. - Indicated support for proposal.

- Bernice Price, Hamilton Safety Council - Indicated Safety Council opposition to proposal for safety reasons.

- Peter Baker, Hamilton Parking Authority - Indicated that the parking Authority Board had not had an opportunity to assess however, expressed his personal opposition.

- Lee Kirkby, Hamilton and District Chamber of Commerce - indicated that the Chamber of Commerce Transportation Committee had not yet had an opportunity to consider the issue however he suggested that the issue merits further study prior to a decision being made.

- Sgt. Randy Graham, Police Department - Indicated Police Department opposition to the proposal.

- Platoon Chief Dave Clark, Fire Department - Indicated Fire Departments opposition to proposal.

- Gill Simmons, C.A.P.I.C. - Suggested further study required by consultant to determine effect on downtown businesses.

Alderman Merling indicated that letters of opposition had been received from Mr. Brian Tutty, District Supervisor, Superior Ambulance Ltd., Mr. Romeo Palombella, P. Eng., C. R. Grigg and Guido Ricca, President, Ricca's Furniture.

Following considerable debate, the following motion was moved by Alderman Collins and seconded by Alderman Agro:

> "That the issue of the proposal of the Two-Way Street Committee to Change the Traffic Pattern in the Downtown Core be tabled until the Regional Transportation Services Committee has addressed the issue."

MOTION LOST

Subsequently, following further discussion, the Committee approved the following recommendation:

> "That the Chief Administrative Officer be directed to co-ordinate the preparation of a recommendation report respecting the proposal of the Two-Way Street Committee to Change the Traffic Pattern in the Downtown Core for consideration by the Committee at its next meeting."

NOTE: Alderman Agro and Alderman Collins recorded opposed.

The Committee then agreed that a special meeting of the Transport and Environment Committee would be called by the Chairman to address this matter.

(b) **Proposed Road Closure:**
Angela Avenue from Scenic Drive Westerly

The Committee was in receipt of a report dated 1997 February 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

At the request of the Ward Aldermen, the Committee agreed that the tem be tabled until after the Niagara Escarpment Commission has had an opportunity to comment on the matter.

(c) **Proposed Closure of Rosslyn Avenue South**
from King Street East to Main Street East

The Committee was in receipt of a report dated 1997 February 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report.

Mr. Todd Brown, representing the applicant IPCF Properties Inc, appeared before the Committee and reviewed the applicants need for the closure of Rosslyn Avenue.

Alderman Morelli expressed concern for the effect of the closure in terms of noise and traffic flow on the surrounding residential neighbourhood and the adjacent park property.

Subsequently, following discussion, the Committee approved the following resolution:

That the stopping-up, closing and sale of Rosslyn Avenue South from King Street East to Main Street East not be approved.

(d) **By-law to Stop-up, Close and Sell a Portion of Gerrard Street**

The Committee was in receipt of a report dated 1997 February 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That the appropriate by-law in a form satisfactory to the City Solicitor, for the stop-up, close and sale of a portion of Gerrard Street west of Sherman Avenue North designated as Parts 6 and 7 on Plan 62R-12643, be enacted.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held Monday, 1997 February 3 were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **Gladstone Avenue between Main Street East and Delaware Avenue**

The Committee was in receipt of a report dated 1997 February 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side and the "Two Hour Parking Time Limit, 24 hours a day, Monday to Friday" regulation on the east side of Gladstone Avenue between Main Street East and Delaware Avenue be replaced with an "Alternate Side Parking" regulation on both sides of the street in this block such that parking is prohibited:

(a) on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October, and November; and,

(b) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October, and November and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Delbrook Court between Stroud Road and the west curb line of Delbrook Court**

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Delbrook Court between Stroud Road and the west curb line of Delbrook Court and that the City Traffic By-law No. 89-72 amended accordingly.

(c) **West Side of Haddon Avenue South north of Main Street West**

The Committee was in receipt of a report dated 1997 February 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the west side of Haddon Avenue South commencing at Main Street West and extending to a point 277 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 40 Stapleton Avenue Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1997 February 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Stapleton Avenue commencing at a point 267 feet south of Grenfell Street and extending to a point 17 feet southerly therefrom, and on the east side of Stapleton Avenue commencing at a point 191 feet south of Grenfell Street and extending to a point 19 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. William Thomas, No. 40 Stapleton Avenue.

(e) **No. 480 Mary Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Mary Street commencing at a point 98 feet south of Macauley Street East and extending to a point 18 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Ron Hill, No. 480 Mary Street.

(f) **No. 196 Weir Street North**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 31 feet south of Britannia Avenue and extending to a point 26 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Margaret Crookshanks, No. 196 Weir Street North.

(g) **MacNeill Baptist Church, 1145 King Street West**

The Committee was in receipt of a report dated 1997 January 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the south side of King Street West, commencing 92 feet east of Haddon Avenue South and extending to a point 40 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Franklin Road Public School, 500 Franklin Road**

The Committee was in receipt of a report dated 1997 February 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Stopping, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 41 feet east of the east curb line of East 27th Street and extending to a point 61 feet easterly therefrom; and,

(b) That the existing "No Stopping" regulation on the south side of Franklin Road commencing at Upper Sherman Avenue and extending to a point 300 feet westerly therefrom be extended 18 feet westerly; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(i) **West Side of Kenora Avenue, south of Barton Street East**

The Committee was in receipt of a report dated 1997 February 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping" regulation on the west side of Kenora Avenue commencing at a point 99 feet north of the north curb line of Janet Court and extending to a point 104 feet northerly therefrom be extended an additional 35 feet northerly, and that the existing "No Stopping" regulation on the west side of Kenora Avenue commencing at the north curb of Village Drive and extending to a point 39 feet northerly therefrom be extended an additional 28 feet northerly and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **No. 64 East 13th Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of East 13th Street commencing 34 feet south of Mountville Avenue and extending to a point 20 feet southerly therefrom, and on the east side of East 13th Street commencing 37 feet south of Mountville Avenue and extending to a point 20 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

iii. **City Engineer**

(a) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 February 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be approved for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Bar- Brock Estates - Phase 4, Hamilton
City's share - NIL Owner's share $129,616.43

"Eagleview Estates - Phase 1", Hamilton
City's Share, $9,755 Owner's Share, $155,074

and that the amount of $9,755 be financed from Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Bar-Brock Estates - Phase 4, Hamilton and "Eagleview Estates - Phase 1", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the owner wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered he should be allowed to do so at their own risk provided that he enter into a standard agreement with the City of Hamilton for pre-servicing.

(b) **Street Incorporation**

The Committee was in receipt of a report dated 1997 February 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the following street:

Palace Boulevard	Part 8	Plan 62R-12439
	Part 1,2,3	Plan 263314LT

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws; and,

(d) That By-law No. 97-007 enacted on 1997 January 28 to incorporate land into Palace Boulevard be repealed.

(c) **Amendment to the City's Modified Subdivision Agreement with James and Dorothy Zaborsky for Land Division Committee Applications H-18-96 and H-19-96**

The Committee was in receipt of a report dated 1997 February 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the City's Modified Subdivision Agreement with James and Dorothy Zaborsky for Land Division Committee Applications H-18-96 and H-19-96 be amended by adding the following clause:

"That a 3.2 metre strip of land remaining from Land Division Committee Applications H-18-96 and H-19-96, comprising part of Lots 7 and 10 on the approved draft plan of subdivision, known as "Annabelle Place" (25T-89002) being designated as Part 5 on Reference Plan 62R-14047, shall only be developed in conjunction with the remaining subdivision lands to the south, in accordance with the approved draft plan of subdivision."

C. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

Regional Municipality of Hamilton-Wentworth conveyance to the Corporation of the City of Hamilton of Parts 5 and 6 on Plan RB-H-560 to be incorporated into Pritchard Road by City By-law

The Committee was in receipt of a report dated 1997 February 5 from the Chief Administrative Officer and the Director of Property.

The Committee approved the following recommendation:

(a) That the City of Hamilton, for the sum of $1, accept title to Parts 5 and 6 on Plan RB-H-560 from the Regional Municipality of Hamilton-Wentworth for road widening purposes, said parcels being described as vacant strips of land, having frontages of 221.381 metres (726.316 feet) and 75.621 metres (248.10 feet) respectively, more or less, along the east limit of Pritchard Road, by a depth of .901 metres (2.956 feet) more or less, and containing an area of .020 hectares (.049 acres) and .006 hectares (.015 acres) respectively, more or less, subject to a temporary right-of-way over the road widening, to continue until the road widening by-law is enacted and registered; and,

(b) That the Senior Director of Roads be directed to prepare the By-law in a form satisfactory to the City Solicitor, to incorporate Parts 5 and 6 on Plan RB-H-560 into Pritchard Road.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1997 March 3rd from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
Jan. 24	Commissioner of Public Works and Traffic	Parking Enforcement	1997 January 31
1997 February	Ontario Good Roads	Municipal Routes Bulletin	1997 February 7
February 2nd	Citizen Two-Way Street Committee	Hamilton Streets and Downtown Revitalization	1997 February 11
1997 February	Ontario Good Roads	Municipal Routes Bulletin	1997 February 18

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) PUBLIC WORKS DIVISION

(a) **Proposal for Quality Control Testing Services for Hot-in-Place Asphalt Recycling**

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Public Works and Traffic be authorized and directed to issue a purchase order to Mountainview Geotechnical Ltd. to provide quality control/quality assurance testing services for hot-in-place asphalt recycling on various streets in 1997; and,

(b) That the cost of this work estimated at $37,500 be financed from the 1997 Road and Sidewalk Improvement Programme.

(b) **Construction of Independent Concrete Sidewalks on the north side of Stone church Road East from Upper Ottawa Street to approximately 550 m easterly (east limit of No. 1249 Stone Church Road East) and on the south side of Stone Church Road Est from Upper Ottawa to Dartnall Road**

The Committee was in receipt of a report dated 1997 February 13 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the construction of independent concrete sidewalks on the north side of Stone Church Road East from Upper Ottawa Street to approximately 550m easterly (east limit of No. 1249 Stone Church Road East) at an estimated gross cost of $73,000 with a City's Share of $19,591.96 and an Owner's Share of $53,408.04 and on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road at an estimated gross cost of $141,000 with a City's Share of $55,859.56 and an Owner's Share of $85,140.44 proceed as local improvements pursuant to Section 12 of the Local Improvement Act all as provided in the 1997 portion of the 1997 - 2006 Capital Budget; and,

(b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,

(c) That the Commissioner of Transportation be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,

(d) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works; and,

(e) That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary by-law in a form satisfactory to the City Solicitor.

(c) **Proposed Pedestrian Lighting - Ottawa Street between Main and Barton Streets**

The Committee was in receipt of a report dated 1997 February 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That the Commissioner of Transportation be authorized and directed to supply and install 22 luminaires on the pedestrian scale lighting poles installed on Ottawa Street between Main and Barton Streets; and,

(b) That the estimated cost of $26,700 be financed from the funds available in the 1995 Road and Sidewalk Reconstruction Programme Account No. CF5295 42024.

(ii) **Hotz Environmental Services Inc. revisiting application for an amendment to Waste Disposal Site (Transfer), 239 Lottridge Street, File No. A100146**

The Committee was in receipt of a report dated 1997 February 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following debate, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ontario Ministry of Environment and Energy (M.O.E.E.) be advised that the City of Hamilton reaffirms its original decision from 1995 March 14 which stated:

(i) That the West Central Branch of the Ministry of the Environment and Energy (M.O.E.E.) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving an amendment to their Certificate of Approval No. A100146, for their facility located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that applicable City by-laws are complied with fully; and,

(b) That a copy of this report be forwarded to the West Central Branch of the Ministry of Environment and Energy for consideration; and,

(c) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval amendment for Hotz Environmental Services Inc. to the City of Hamilton.

NOTE: Aldermen Kiss and Copps recorded opposed.

4. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

Offer to Purchase (Highway Closure)

(a) **No. 817 Stone Church Road East - Racing Construction Limited**

The Committee was in receipt of a report dated 1997 February 24 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That an Offer to Purchase (Highway Closure), duly executed by Racing Construction Limited (Mario Restauri, President), on 1997 February 20 and scheduled to close on or before 1997 September 30, for the lands composed of part of PIN 17125-0155, being part of Leaway Avenue, Registered Plan 1059, as closed by Judge's Order and registered as Instrument No. VM160037, designated as Part 3 on Plan 62R-11410 and part of Parcel "B", Registered Plan 1059, designated as Part 4 on Plan 62R-11410, having a frontage of 10.8 metres (35.4 feet) and a depth of 43.59 metres (143 feet) and municipally known as No. 817 Stone Church Road East, Hamilton, be approved and completed as the

requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $30,010 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That the required deposit cheque in the amount of $3,001 be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

(b) **No. 821 Stone Church Road East - Mario Restauri**

The Committee was in receipt of a report dated 1997 February 24 from the Chief Administrative Officer and the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase (Highway Closure), duly executed by Mario Restauri, on 1997 February 20 and scheduled to close on or before 1997 September 30, for the lands composed of part of PIN 17125-0155, being part of Leaway Avenue, Registered Plan 1059, as closed by Judge's Order and registered as Instrument No. VM160037, designated as Part 2 on Plan 62R-11410 and part of Parcel "B", Registered Plan 1059, designated as Part 5 on Plan 62R-11410, having a frontage of 10.05 metres (33 feet) and a depth of 43.59 metres (143 feet) and municipally known as No. 821 Stone Church Road East, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $30,010 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases(Sales)); and,

(b) That the required deposit cheque in the amount of $3,001 be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

5. ALDERMAN V. J. AGRO

Four Way Stop Control

Wellington Street South and Stinson Street/Jackson Street and Spring Street

The Committee was in receipt of correspondence dated 1997 February 18 from Alderman Vince Agro respecting traffic safety concerns - Corktown Neighbourhood Association.

Alderman Agro addressed the issue and following discussion, the Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Jackson Street East and Spring Street and that the City Traffic By-law No. 89-72 be amended accordingly.

Note: Alderman Merling recorded opposed.

6. ALDERMAN D. WILSON

Barricade at Mead Avenue and Brighton Avenue

Alderman Wilson indicated a need to address the issue of the barricade in the area of Mead Avenue and Barton Street East. He distributed photographs of the area to Committee members and following discussion, the Committee agreed that the ward Aldermen, the Committee Chairman and staff would investigate the issue and the item could be introduced at the next City Council meeting if a solution can be determined.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 March 3rd

/mjw

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-065-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 49 Earl Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Earl Street commencing at a point 218 feet south of Princess Street and extending to a point 22 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Doreen Walsh, 49 Earl Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Doreen Walsh, 49 Earl Street, that a reserved "Permit Parking" space be designated on the west side of Earl Street in front of her home since she is disabled.

Earl has a 25 foot pavement width, and presently there is an "Alternate Side Parking" regulation in effect on the street. Thus, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. However, Mrs. Walsh has advised that she requires the space on her side of the street only so as not to inconvenience other area residents. Loading and unloading may occur on her side of the street when parking is prohibited under the existing "Alternate Side Parking" regulation.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Walsh possesses a valid permit, and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg

AVENUE
D/S-459
D/S-459
D
H
PRINCESS ST
STREET
STREET
D/S-459
D/S-459
D
CLINTON ST
SHERMAN
BIRCH
GIBSON AVENUE
EARL
CASE ST
GIBSON AVE PUBLIC SCHOOL
H
H
BARTON STREET
H/S-644
EAST
G-3
H
G-3/S-15
G-3
G-3
ST ANN ST
BIRCH AVE
AVENUE
BEECHWOOD AVE

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-063-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 404 Cope Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 133 feet south of the northerly end of Cope Street and extending to a point 18 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Lillian Bendell, 404 Cope Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Lillian Bendell, 404 Cope Street, that a reserved "Permit Parking" space be implemented on the north side of Beechwood Avenue in front of her home since she is disabled.

Cope a 28 foot pavement width, and presently there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Bendell possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


NATIONAL
RAILW
DUNBAR
SITE PLAN CONTROL
BY-LAW NO 83-227
AVENUE
STREET
NORTH
VANSITMART
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
C
DE
H
BARTON
NEWLANDS
ALBANY
ALLAN
BRITANNIA
EAST
CHURCH OF THE ASSUMPTION
PARK

2(B)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-062-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 79 Royal Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the south side of Royal Avenue commencing at a point 231 feet west of Emerson Street and extending to a point 24 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gary Wolfe, 79 Royal Avenue.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Gary Wolfe, 79 Royal Avenue, that a reserved "Permit Parking" space be implemented on the south side of Royal in front of his home since he is disabled.

Royal has a 30 foot pavement width, and presently there is a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Wolfe possesses a valid permit and further investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

CVB/MBH/kg


GLENMOUNT
AVENUE
WARD
AVENUE
ROYAL
AVENUE
HOLMES
AVENUE
WHITNEY
AVENUE
MERNA AVE
LELAND
STREET
TOTTENHAM
ROAD
SUSSEX
MAPES
AVENUE
AYLETT
ST
C/S-720
C/S-65
J
G
C
WHITNEY

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 04
File No. TEC-060-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South side Hunter Street West, James Street South to MacNab Street South - Parking Regulations

RECOMMENDATION:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Hunter Street West between James Street South and MacNab Street South be removed, and that City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

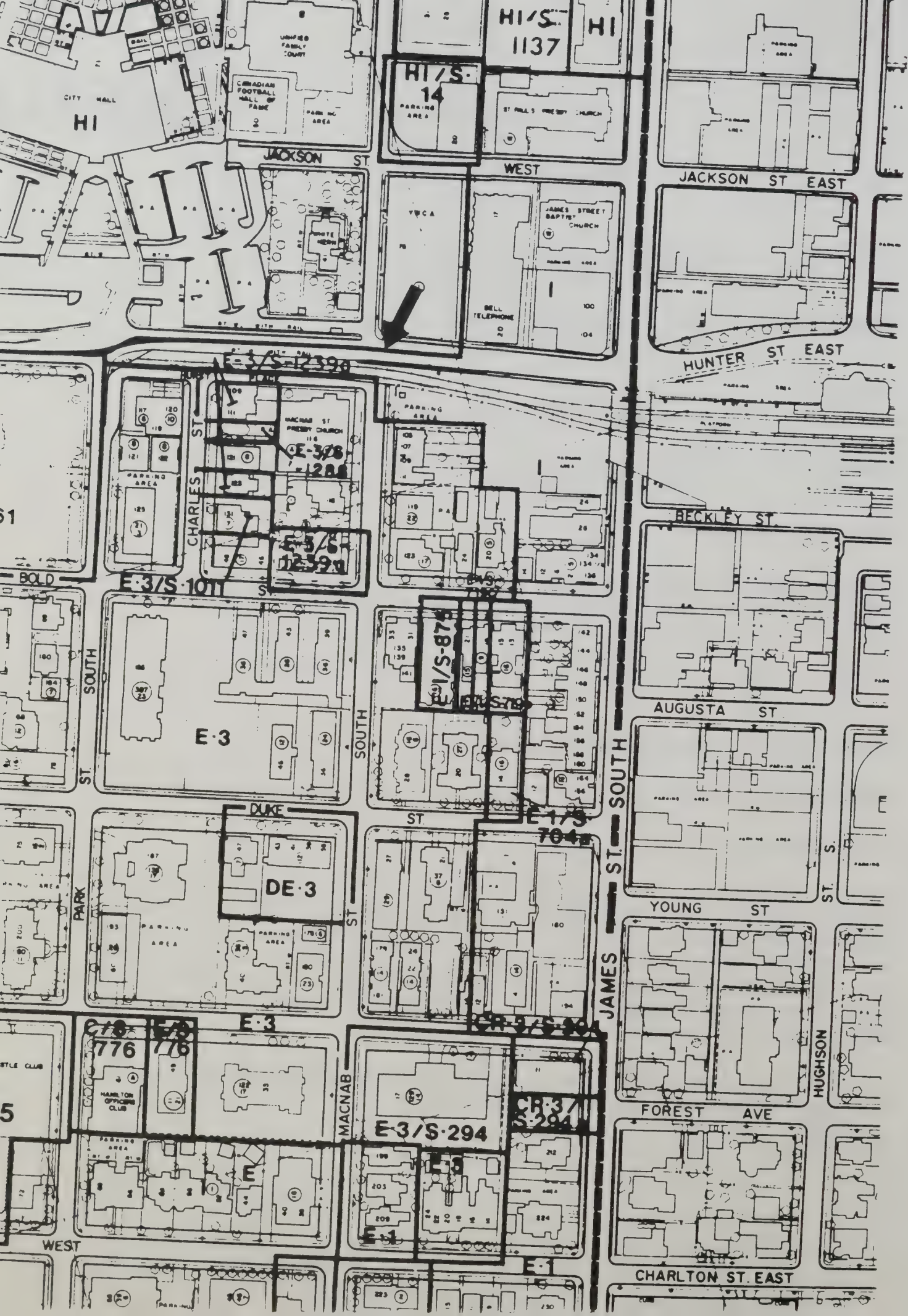
Sufficient funds are available in the 1997 budget to cover the cost of removing the subject signs.

BACKGROUND:

During the recent reconstruction of the sidewalk on the south side of Hunter Street West and the pedestrian tunnel which runs from Hunter to Hurst, beneath the Go-Train railway tracks, a pedestrian safety island was constructed at the head of the stairway leading to the tunnel to accommodate the crosswalk at Hunter and MacNab. The configuration of this safety island is such that it effectively closes the southerly curb lane of Hunter Street to through traffic west of James. Furthermore, the southerly curb lane is not required as a merge lane due to traffic flow patterns through the intersection of Hunter and James.

In view of the foregoing, the subject evening rush hour stopping prohibition is unnecessary and staff, therefore, recommends the removal of the regulation.

CVB/MBH/kg


HI
HI/S-1137
HI/S-14
JACKSON ST
WEST
JACKSON ST EAST
HUNTER ST EAST
BECKLEY ST
AUGUSTA ST
YOUNG ST
FOREST AVE
CHARLTON ST. EAST
CHARLES ST
BOLD ST
SOUTH ST
DUKE ST
PARK
MACNAB
JAMES ST. SOUTH
HUGHSON
E-3/S-1239
E-3/S-1288
E-3/S-1011
E-3/S-1259
E-1/S-874
E-1/S-704
E-3
DE-3
E-3/S-294
E-1
CR-3/S-284
E-3/S-776
WEST

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 6
File No. TEC-047-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanford Avenue North between Barton Street East and Myler Street - Parking Regulations

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the west side of Sanford Avenue North commencing 147 feet north of Barton Street East and extending to the south curb line of Myler Street and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to initially issue three parking permits to No. 268 Sanford Avenue North, two parking permits to Nos. 270, 274, 276 Sanford Avenue North and one parking permit to No. 272 Sanford Avenue North and any additional permits (to a maximum of 11) on a first-come first-served basis.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $264. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

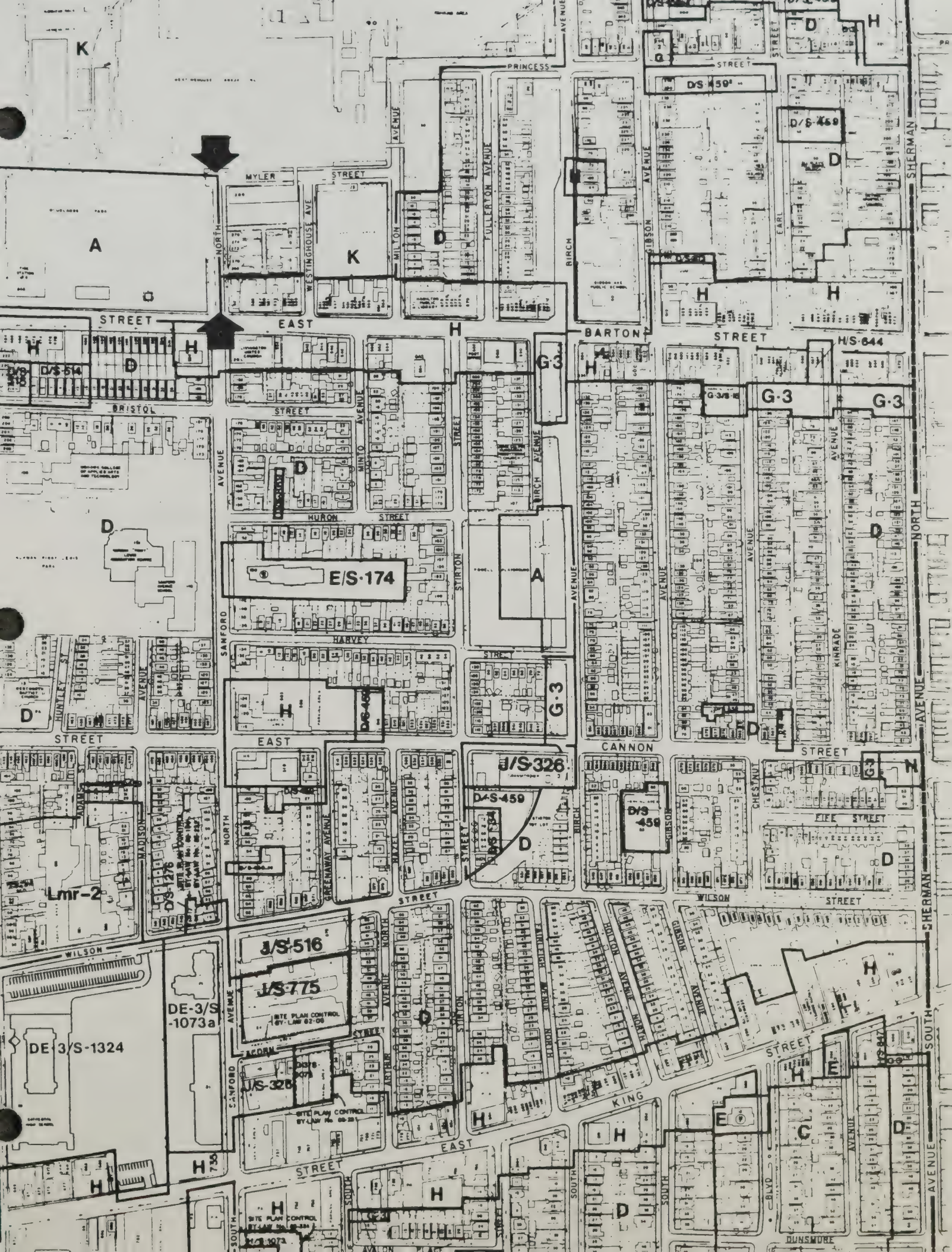
BACKGROUND:

Staff has received a petition signed by representatives of four of the five residential properties abutting Sanford between Barton and Myler, requesting that a "Permit Parking" regulation be implemented on the west side of the street in this block. All four of the petitioners support the requested regulation. Staff has contacted a representative from the one other abutting residential property and has been advised that she supports the implementation of the regulation.

Sanford has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of Westinghouse Canada Inc. The implementation of the requested regulation would prohibit non-resident parking and residents of the street may be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) per permit each year to exempt their vehicle(s) from the "Permit Parking" regulation.

An investigation has revealed that there are 11 parking spaces on the west side of the street in this block. It was indicated on the petition that 10 permits are required by the five abutting residential dwellings. Thus, the demand for permits does not appear to exceed the number of on-street parking spaces and since 100 percent of the abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/kg


K
A
MYLER
STREET
NORTH
WESTINGHOUSE AVE
K
MILTON
AVENUE
D
FULLERTON AVENUE
PRINCESS
AVENUE
D
H
STREET
D/S-450
D/S-459
D
EARL
AVENUE
SHERMAN
H
H
BIRCH
AVENUE
GIBSON
EAST
H
BARTON
STREET
H/S-644
H
D
D/S-514
G-3
G-3
G-3
BRISTOL
STREET
AVENUE
D
MINTO
AVENUE
STREET
BIRCH AVENUE
HURON
STREET
D
E/S-174
STIRTON
A
AVENUE
AVENUE
AVENUE
KINRADE
AVENUE
NORTH
AVENUE
D
D
HARVEY
SANFORD
STREET
H
D/S-459
G-3
D
HUNTLEY ST
AVENUE
STREET
EAST
CANNON
STREET
J/S-326
D/S-459
D/S-384
D
D/S-459
GIBSON
CHESTNUT
G-3
FIFE STREET
D
MADISON
AVENUE
NORTH
D/S-1276
GREENAWAY AVENUE
HARRY
AVENUE
STREET
Lmr-2
WILSON
STREET
WILSON
STREET
SHERMAN
AVENUE
J/S-516
J/S-775
SITE PLAN CONTROL BY-LAW 82-06
DE-3/S-1073a
DE-3/S-1324
SANFORD
AVENUE
NORTH
STREET
STIRTON
D
ACORN
J/S-326
SITE PLAN CONTROL BY-LAW No. 80-33
ANYSON
AVENUE
H
H
KING
EAST
STREET
H
H
H
H
H
H
H
H
SOUTH
STREET
H
SITE PLAN CONTROL BY-LAW No. 80-33
SOUTH
STREET
AVALON PLACE
SOUTH
BLVD
D
C
E
E
H
H
SOUTH
AVENUE
DUNSMURE

2(6)(1)(5)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 25
File No. TEC-059-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hamilton Christian Fellowship Church, 135 Strathcona Avenue North - Parking Regulations

RECOMMENDATION:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Strathcona Avenue North commencing at Tom Street and extending 134 feet northerly be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and

(b) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Tom Street commencing at Strathcona Avenue North and extending to a point 173 feet westerly therefrom be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Pastor Bruce Woods, Hamilton Christian Fellowship Church, 135 Strathcona Avenue North, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Strathcona and the north side of Tom, adjacent to the church property be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation. Pastor Woods expressed concern that the existing one hour parking time limit regulation is not long enough for patrons attending the church.

Both Strathcona and Tom have a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of each street in this area. The time limit regulation was implemented in 1989 to prohibit long-term non-resident parking. Extending the duration of the time limit regulations adjacent to the church property would allow patrons attending the church to park for up to three hours and still prohibit long-term parking.

Since the "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation would still be in effect for the remainder of both the blocks, and since area time limit permit holders would continue to be exempt from either time limit regulation in this block, staff does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MBH/kg


A/S-569
A/S-450
D/S-450
A/S-450
H/S-481
H/S-700
H/S-745
E/S-481
H/S-520
H/S-746
E/S-481
A/S-450
E/S-481
H/S-481
H/S-481
H

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 24
File No. TEC-057-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Balmoral Avenue North, north of Cannon Street East - Parking Regulations

RECOMMENDATION:

a) That the existing "No Parking" regulation on the east side of Balmoral Avenue North, commencing at Cannon Street East and extending to a point 148 feet northerly therefrom, be replaced with a "No Stopping" regulation; and,

b) That two, one-hour parking meters be installed on the west side of Balmoral Avenue North, commencing at a point 57 feet north of Cannon Street East and extending to a point 36 feet northerly therefrom; and,

c) That a "No Stopping" regulation be implemented on the west side of Balmoral Avenue North commencing at Cannon Street East and extending to a point 57 feet northerly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget to cover the cost of manufacturing, erecting and maintaining the required signs. The Hamilton Parking Authority has advised that sufficient funds are available to install the subject parking meters. However, these costs would be off-set to some degree by the revenue generated by the parking meters.

BACKGROUND:

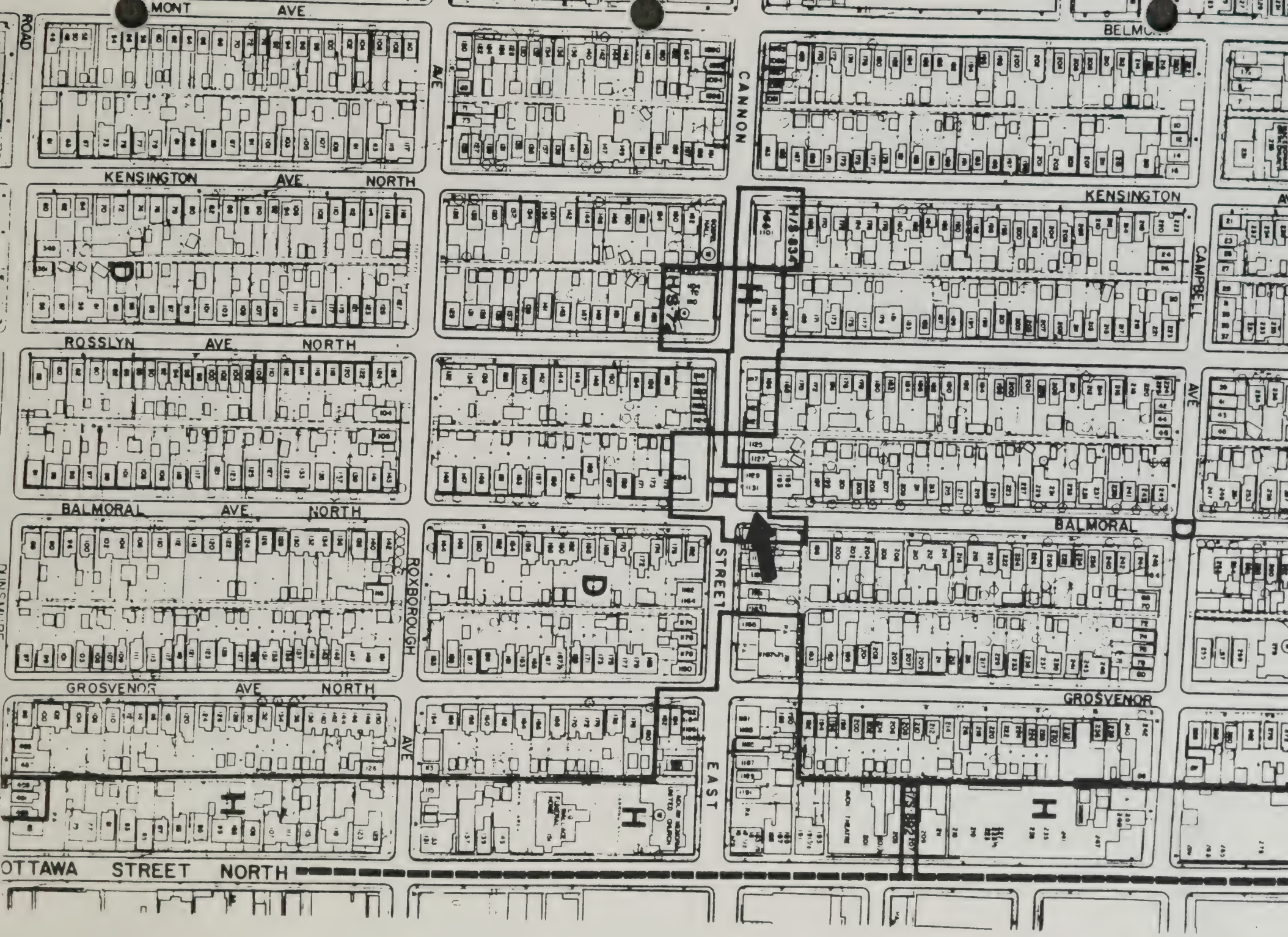
Alderman Bernie Morelli has advised of a request from Ron Plum, owner of A & E Appliances, 1129 Cannon Street East (just west of Balmoral Avenue), for additional on-street parking for his customers.

Parking is prohibited on both sides of Cannon in this area. While loading and unloading may occur in the signed "No Parking" area, Mr. Plum has asked if additional on-street parking could be provided in close proximity to his business needs.

Balmoral, immediately north of Cannon, has a 20-foot pavement width, and presently, parking is prohibited on both sides of the street in this area. Staff has determined that two parking meters could be installed on the west side of the street, north of Cannon, without unduly interfering with traffic flow. Therefore, staff concurs with the request.

The land use on the east side of Balmoral north of Cannon is commercial. The west side is abutted by an apartment building which provides off-street parking for the tenants. Unrestricted parking for area residents would be available at the meters during the hours in which they are not in operation.

CVB/smg


MONT AVE
BELMONT
KENSINGTON AVE NORTH
KENSINGTON
CAMPBELL
ROSSLYN AVE NORTH
BALMORAL AVE NORTH
BALMORAL
ROXBOROUGH
GROSVENOR AVE NORTH
GROSVENOR
CANNON
AVE
STREET
EAST
OTTAWA STREET NORTH

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 January 28
File No. TEC-026-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Montmorency Drive between Mount Albion Road and just north of Albright Road - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Montmorency Drive between Redhill Avenue and the north property line of 147 Montmorency Drive be extended southerly to Mount Albion Road and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

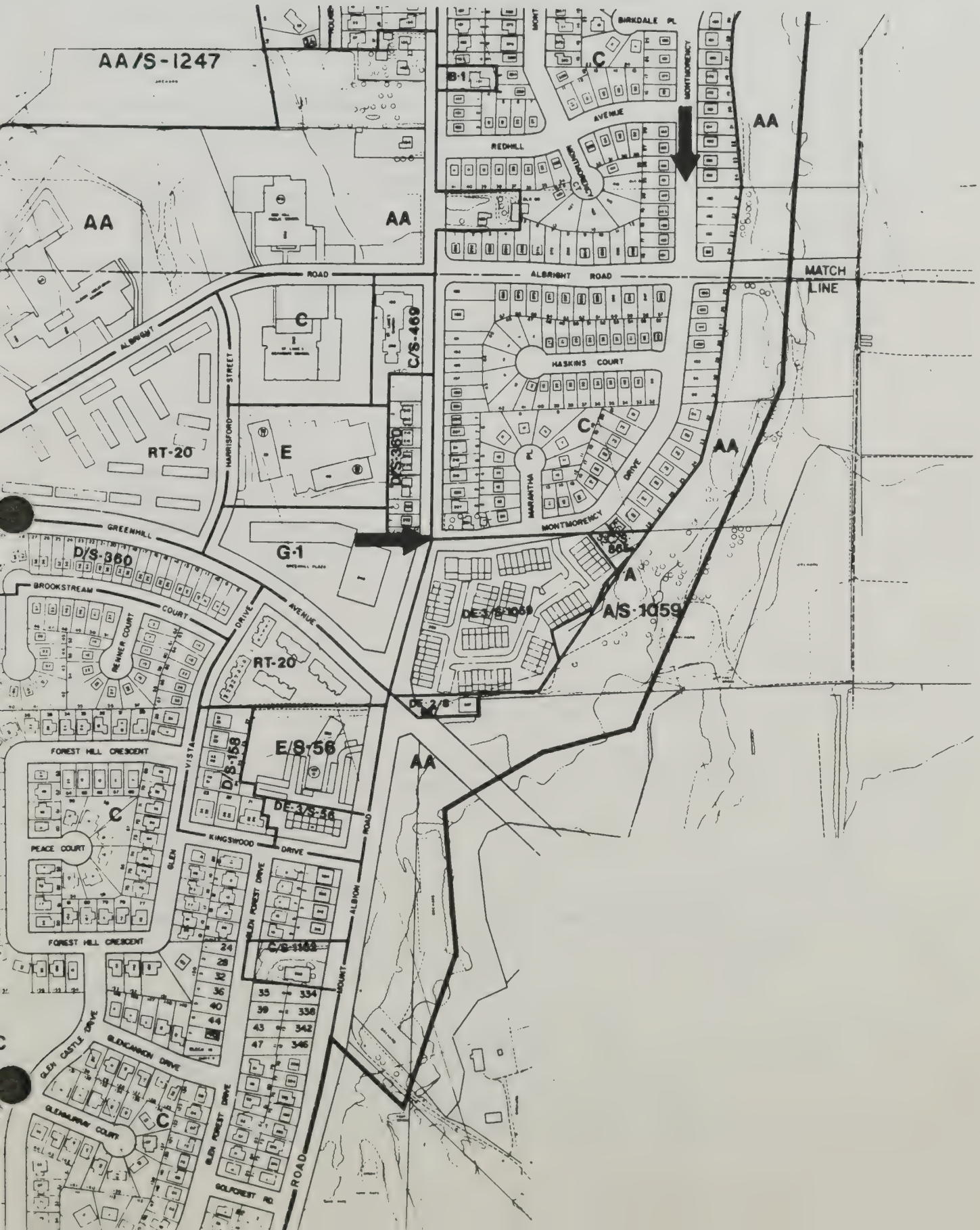
BACKGROUND:

Alderman Fred Eisenberger recently asked staff to poll the abutting residents on Montmorency between Mount Albion and No. 147 Montmorency Drive to determine if a majority would support extending the existing "Alternate Side Parking" southerly to Mount Albion.

Montmorency has a 28 foot pavement width and presently there is unrestricted parking on both sides of the street in this area. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements.

Of the 40 questionnaires sent out, only nine residents responded; two are in favour and seven are opposed to the proposed regulation. It was indicated on the questionnaire that any questionnaire not returned would be considered as in favour of extending the "Alternate Side Parking" regulation. Therefore, since 83% of the abutting residents of one, two and three-family dwellings support an "Alternate Side Parking" regulation, staff concurs with the request.

CVB/MBH/smg


AA/S-1247
AA
AA
AA
AA
AA
C
B-1
C
REDHILL
AVENUE
MONTMORENCY
BIRKDALE PL
ALBRIGHT ROAD
MATCH LINE
ROAD
ALBRIGHT
HARRISFORD STREET
C
C/S-469
D/S-360
E
RT-20
G-1
GREENHILL
D/S-360
MASKINS COURT
MARANTHA PL
MONTMORENCY DRIVE
C
A
A/S-1059
DE-2/S-1059
DE-2/S
BROOKSTREAM COURT
RENNER COURT
DRIVE
AVENUE
RT-20
FOREST HILL CRESCENT
VISTA
D/S-158
E/S-56
DE-2/S-56
KINGSWOOD DRIVE
ROAD
C
PEACE COURT
GLEN
FOREST HILL CRESCENT
GLEN FOREST DRIVE
C/S-1162
ALBION
MOUNT
GLEN CASTLE DRIVE
GLENCANNON DRIVE
C
GLENALPINE COURT
GLEN FOREST DRIVE
GOLFOREST RD.
ROAD
24
28
32
36
40
44
35
39
43
47
334
338
342
346

2(BXi)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 6
File No. TEC-048-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: East side of Bond Street North, north of King Street West - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, on the east side of Bond Street North commencing at King Street West and extending to a point 133 feet northerly therefrom, be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

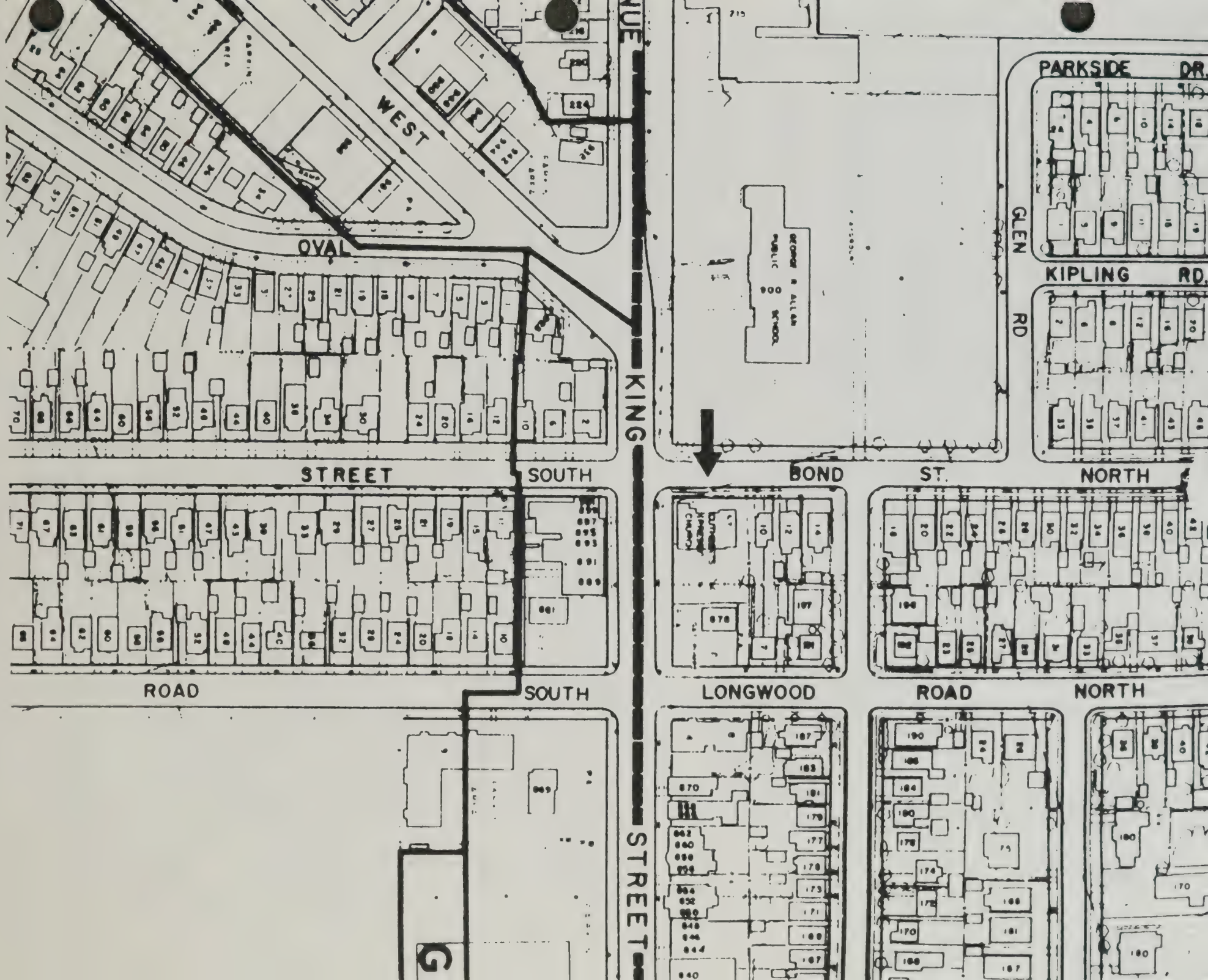
BACKGROUND:

Alderman Mary Kiss has advised of a request from John Terpstra of St. Cuthbert's Presbyterian Church, 2 Bond Street North, that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Bond, adjacent to the church, be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

Bond has a 30-foot pavement width and presently there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street in front of George R. Allan Public School and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this area. Mr. Terpstra has requested a change of the existing parking restriction to provide a longer period of time for parishioners to park.

The implementation of the requested regulation should not create any parking difficulties for the three residential properties in this block since all three have available off-street parking and since the change from one to three hours will only be adjacent to the church. The existing one hour time limit will remain in front of the residential properties. Time limit exemption permit holders could continue to park in either time limit area. Therefore, staff concurs with the request.

CVB/MBH/smg


WEST
OVAL
KING
STREET
SOUTH
ROAD
SOUTH
PARKSIDE DR.
GLEN RD
KIPLING RD.
BOND ST.
NORTH
LONGWOOD ROAD NORTH

2(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-061-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 17 Shaw Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Shaw Street commencing at a point 186 feet east of Victoria Avenue North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Leslie Kentner, 17 Shaw Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

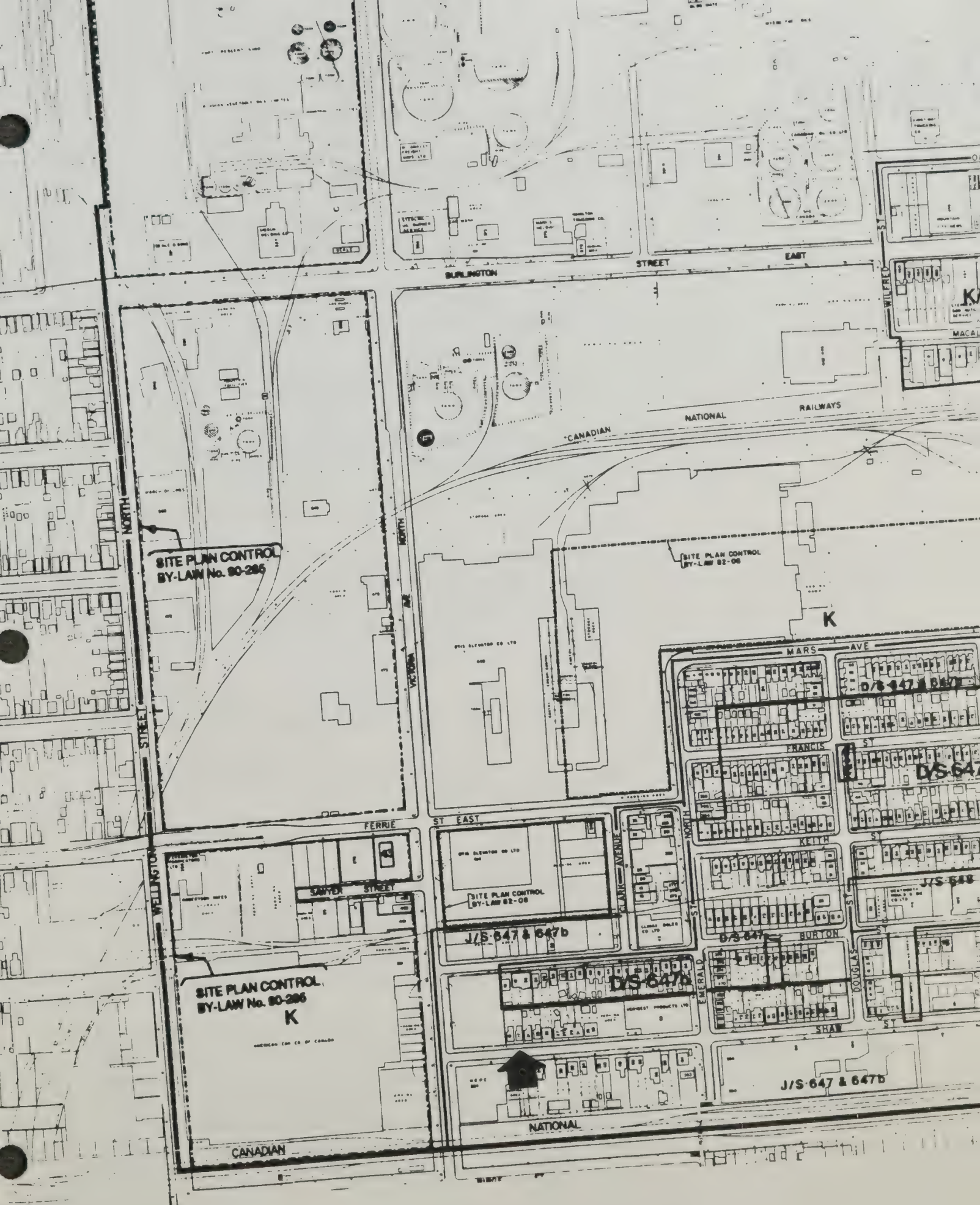
BACKGROUND:

Staff has received a request from Mr. Leslie Kentner, 17 Shaw Street, that a reserved "Permit Parking" regulation be implemented on the north side of the street in front of his home since he is disabled.

Shaw has a 24-foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Kentner possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/kg


BURLINGTON STREET EAST
CANADIAN NATIONAL RAILWAYS
NORTH WELLINGTON STREET
VICTORIA AVE NORTH
SITE PLAN CONTROL BY-LAW No. 80-285
SITE PLAN CONTROL BY-LAW 82-08
K
MARS AVE
FRANCIS ST
KEITH ST
BURTON ST
SHAW ST
FERRIE ST EAST
SAWYER STREET
CLARK AVENUE
EMERALD ST NORTH
DOUGLAS ST
D/S 647
D/S 647b
J/S 647 & 647b
J/S 648
NATIONAL
CANADIAN

2(8)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11
File No. TEC-067-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Rosslyn Avenue South between Lawrence Road and Justine Avenue - Parking Regulations

RECOMMENDATION:

That the existing "Alternate Side Parking" regulation on Rosslyn Avenue South between Lawrence Road and the south curb line of Justine Avenue be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side, and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has forwarded a petition signed by representatives of 14 of the 15 residential properties abutting Rosslyn between Lawrence and Justine requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side of the street in this block. All 14 of the residents who signed the petition are in favour of the requested regulation.

Rosslyn has a 24-foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern that there are more parking spaces on the west side than there are on the east side of the street. An investigation has confirmed that there are eight parking spaces on the west side and only two parking spaces on the east side. Therefore, it would be appropriate to allow parking on the west side of the street on a full-time basis. Since 93 percent of the abutting residents are in favour of changing the existing regulation, staff concurs with the request.

CVB/MBH/smg


GAGE PARK
CENTRAL AVE
KENSINGTON AVENUE
ROSSLYN AVENUE
BALMORAL AVENUE
KING STREET
MONTCLAIR AVENUE
ROTHSAY SOUTH
SHERBROOKE STREET
JUSTINE
GROSVENOR AVENUE
LAWRENCE
T H & B RAILWAY
ROAD
CANADIAN NATIONAL RAILWAYS
KENILWORTH ACCESS
MOUNTAIN BROW BOULEVARD
MOUNTAIN BROW
MOUNTAIN
SUNNING HILL AVENUE
EAST 43rd STREET
GREEN MEADOW RD
NANCY ST
RENDELL BLVD
UP OTTAWA ST
A
D
H
50

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 14
File No. TEC-070-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bowman Street between Main Street West and Westwood Avenue - Parking Regulations

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Bowman Street between Main Street West and Westwood Avenue be replaced with a "No Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Marvin Caplan advised staff of concerns that motorists turn onto Bowman from Main and turn around in private driveways in order to be facing the proper way (north) when parked on the east side of Bowman. As a result, staff received a petition signed by representatives of seven of the eight residential properties abutting Bowman between Main and Westwood requesting that the existing parking regulations on the street in this block be switched such that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation would be in effect on the west side and a "No Parking" regulation on the east side of the street. Subsequent to receiving the petition, Alderman Mary Kiss also forwarded concerns from the one resident that did not sign the petition who is opposed to switching the existing parking regulations.

Bowman has a 30-foot pavement width, and presently, there is a "No Parking" regulation on the west side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of the street in this block. Staff has investigated this request and has determined that it would be more appropriate to maintain the existing "No Parking" regulation on the west side and implement a "No Parking" regulation on the east side of the street in this block. Maintaining the existing "No Parking" regulation on the west side would be consistent with the existing parking regulations in the block directly to the south and would reduce conflicts between motorists turning onto Bowman from Main and parked vehicles on the west side of the street. Staff has contacted the residents that signed the petition and has been advised that all eight support the implementation of a "No Parking" regulation on the east side of Bowman between Main and Westwood in conjunction with the existing "No Parking" regulation on the west side.

Since all area residents have available off-street parking, staff does not anticipate any parking difficulties for area residents and since 100% of the abutting residents are in favour, staff recommends that a "No Parking" regulation be implemented on the east side of Bowman between Main and Westwood.

CVB/MBH/smg


SITE PLAN CONTROL
BY-LAW No. 95-128
H/S-74
DE
C/S-128
C/S-615
DE-3
S-981
C/S-75
C/S-62
SUSSEX STREET
MAPES AVENUE
BROADWAY AVENUE
BOWMAN STREET
WINSTON AVENUE
WESTWOOD AVENUE
HADDON AVENUE SOUTH
BAXTER STREET
T H & B RAILWAY
WARD AVENUE
ROYAL AVENUE
WINSTON PLACE
STROUD ROAD
WILMONT COURT
DELBROOK COURT
WHITNEY AVENUE
H.E.P.C.

2(BXiX(m)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11
File No. TEC-068-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at 123 St. Joseph's Drive - Parking Regulations

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the north side of St. Joseph's Drive commencing at a point 469 feet east of John Street South and extending to a point 58 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

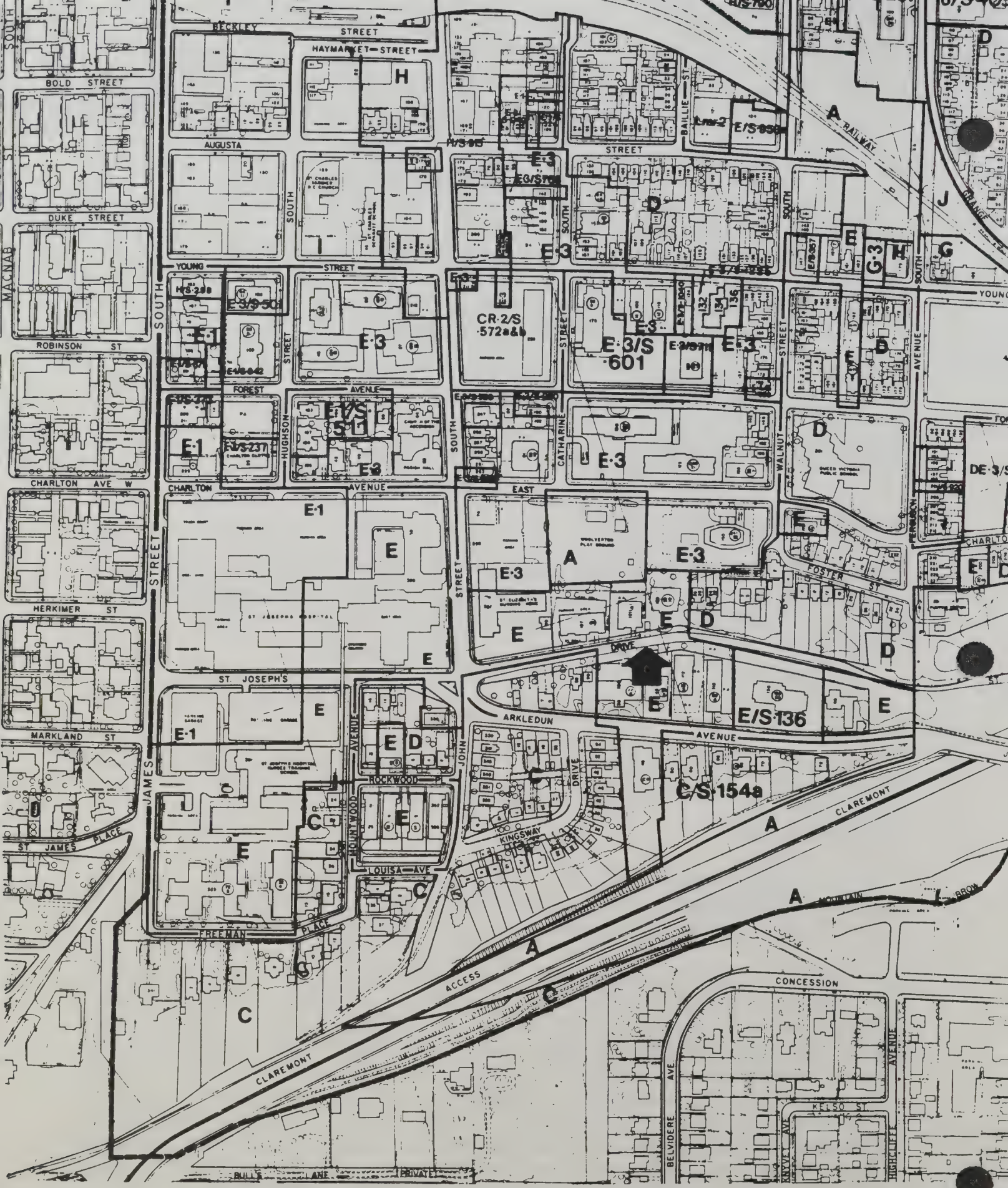
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Cynthia Lewis, tenant of Winston Place Apartment building, 123 St. Joseph's Drive, that a "No Stopping" driveway clearance be implemented on the north side of the street, west of the driveway ramp to this apartment.

St. Joseph's has a 24-foot pavement width, and presently, there is a "No Parking" regulation on the south side and a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation and a "No Parking" driveway clearance east of the driveway on the north side of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area west of the driveway. The implementation of the requested regulation will result in the loss of one on-street parking space. However, since parking is permitted on the north side for the remainder of the block, staff does not anticipate any parking difficulties for area residents. Staff has contacted Ms. Virginia Maddia, Superintendent of Winston Place Apartment building and has been advised that she supports the request. Therefore, staff concurs with the request.

CVB/MBH/smg


BECKLEY STREET
HAYMARKET STREET
BOLD STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
ROBINSON ST
FOREST AVENUE
CHARLTON AVE W
CHARLTON AVENUE EAST
HERKIMER ST
ST. JOSEPH'S
MARKLAND ST
ST JAMES PLACE
FREEMAN PLACE
ROCKWOOD PL
LOUISA AVE
ARKLEDUN AVENUE
KINGSWAY DRIVE
FOSTER ST
CLAREMONT ACCESS
CONCESSION
KELSO ST
BELVIDERE AVE
HIGHCLIFFE AVENUE
BULL'S LANE PRIVATE
MACNAB STREET SOUTH
HUGHSON STREET SOUTH
JAMES STREET SOUTH
MOUNTWOOD AVENUE
JOHN STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
BAILLIE ST
RAILWAY
CR-2/S-572a&b
E-3/S-601
E/S-136
C/S-154a
E-1
E-3
A
C
D
E
H
J

2(BXiXn)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 11
File No. TEC-053-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Kinrade Avenue, south of Barton Street East - Parking Regulations

RECOMMENDATION:

That the existing 191 foot "No Parking" regulation on the west side of Kinrade Avenue, south of Barton Street East, be shortened such that the regulation commences at Barton Street East and extends to a point 142 feet southerly therefrom and that the existing 167 foot "No Parking" regulation on the east side of Kinrade Avenue, south of Barton Street East, be shortened such that the regulation commences at Barton Street East and extends to a point 132 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

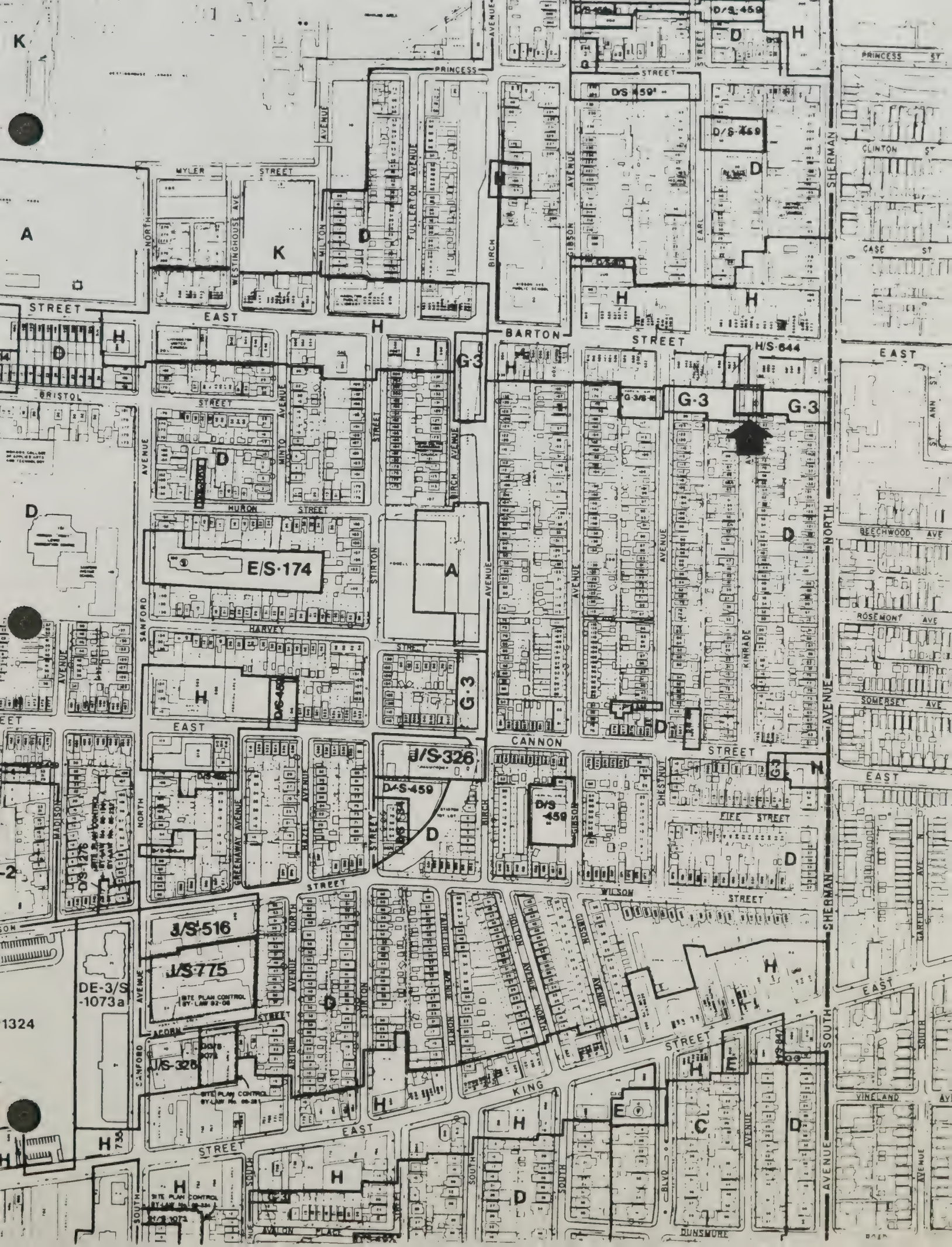
BACKGROUND:

Staff has received a request from Mr. Bill Jury, 58 Kinrade Avenue, that the existing "No Parking" regulations on both sides of Kinrade Avenue south of Barton Street East, adjacent to the Hamilton Parking Authority parking lots, be shortened to allow on-street parking in this area.

Kinrade has a 24 foot pavement width and presently there is an "Alternate Side Parking" regulation on the street as well as a "No Parking" regulation on both sides of the street from Barton to the southerly limits of the Hamilton Parking Authority parking lot. Records no longer indicate why the "No Parking" regulation was implemented. Staff has contacted a representative of the Hamilton Parking Authority and has been advised that the parking lots are closed and are, in fact, for sale. The approach ramps to these parking lots have been physically closed with concrete barriers. Therefore, staff concurs with the request to shorten the "No Parking" regulations in this area.

The removal of a portion of the "No Parking" regulation would restore two on-street parking spaces to each side of the street which would be controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/lem


PRINCESS
STREET
MYLER
EAST
BARTON
BRISTOL
MURON
HARVEY
CANNON
WILSON
KING
SHERMAN
AVENUE
NORTH
SOUTH
CLINTON
CASE
BEECHWOOD
ROSEMONT
SOMERSET
E/S-174
J/S-326
J/S-516
J/S-775
H/S-644
G-3
D/S-459
DE-3/S-1073a

2(BXiX(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
File No. TEC-064-96 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 155 Parkview Drive - Request to remove the "No Stopping, Wheelchair Loading Zone"

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone" regulation, in effect 24 hours a day, seven days a week, on the west side of Parkview Drive, commencing at a point 59 feet north of Franklin Avenue and extending to a point 19 feet northerly therefrom, be removed and that the City Traffic By-law be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

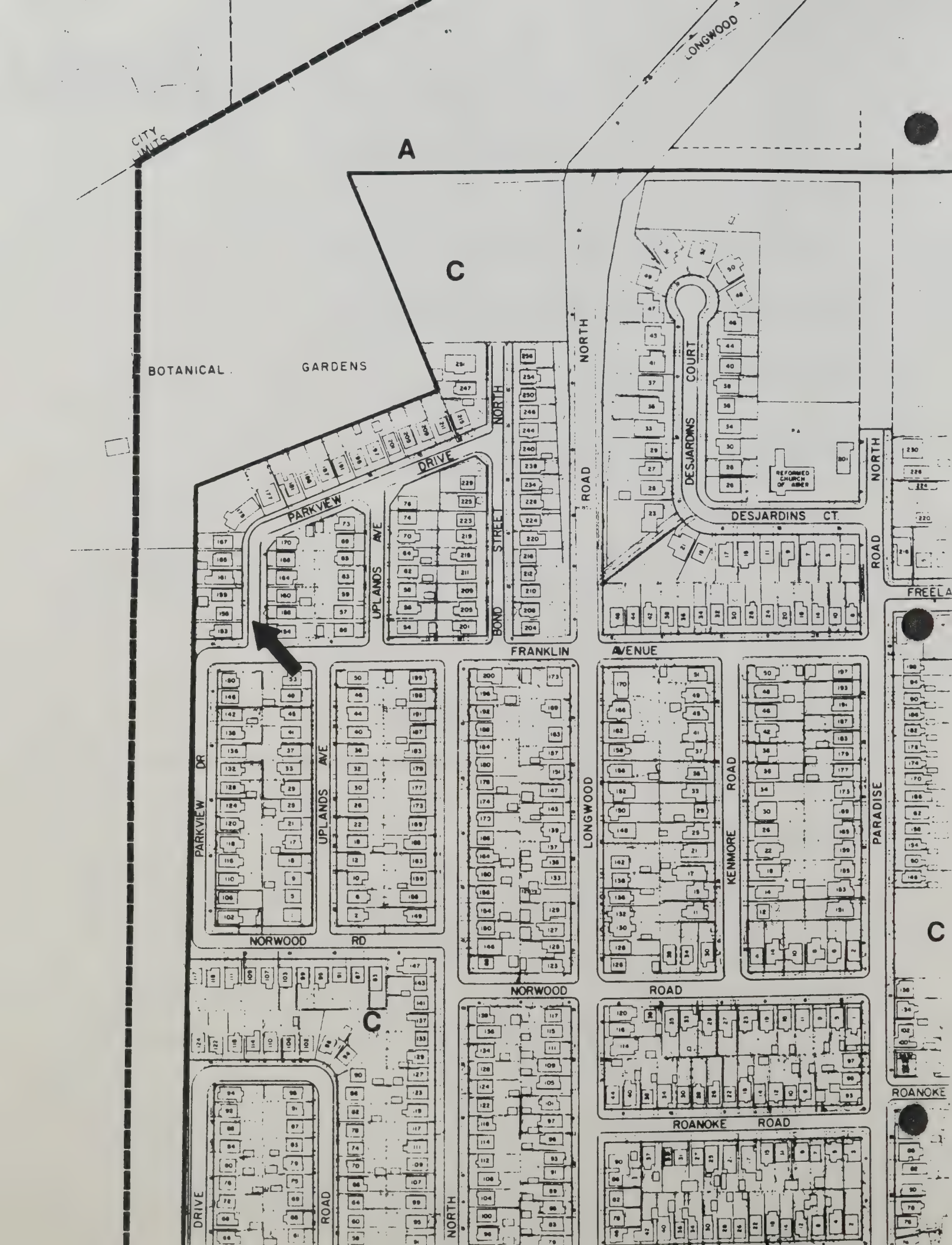
Sufficient funds are available in the 1997 operational budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident to remove the "No Stopping Wheelchair Loading Zone" from the west side of Parkview Drive. Staff has confirmed that Mr. Coham, 155 Parkview, has recently passed away, and therefore it would be appropriate to remove the "No Stopping, Wheelchair Loading Zone" from the street in front of number 155.

The east side of Parkview is presently governed by a "No Parking Anytime" regulation, and the west side, with the exception of the aforementioned "Wheelchair Loading Zone", is unrestricted. The removal of the subject regulation will restore one on-street parking space to the west side of the street.

CVB/MBH/kg


CITY LIMITS
LONGWOOD
A
C
BOTANICAL GARDENS
NORTH ROAD
DESJARDINS COURT
DESJARDINS CT.
REFORMED CHURCH OF AMER
NORTH ROAD
FREELA
PARKVIEW DRIVE
UPLANDS AVE
BOND STREET
FRANKLIN AVENUE
PARKVIEW DR
UPLANDS AVE
NORWOOD RD
LONGWOOD ROAD
KENMORE ROAD
PARADISE
NORWOOD
ROAD
C
ROANOKE
ROANOKE ROAD
DRIVE
ROAD
NORTH

Z08(i)(p)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 25
File No. TEC-058-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 159 Prospect Street South - Request for a Wheelchair Loading Zone

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Prospect Street South commencing at a point 181 feet south of Main Street East and extending to a point 26 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

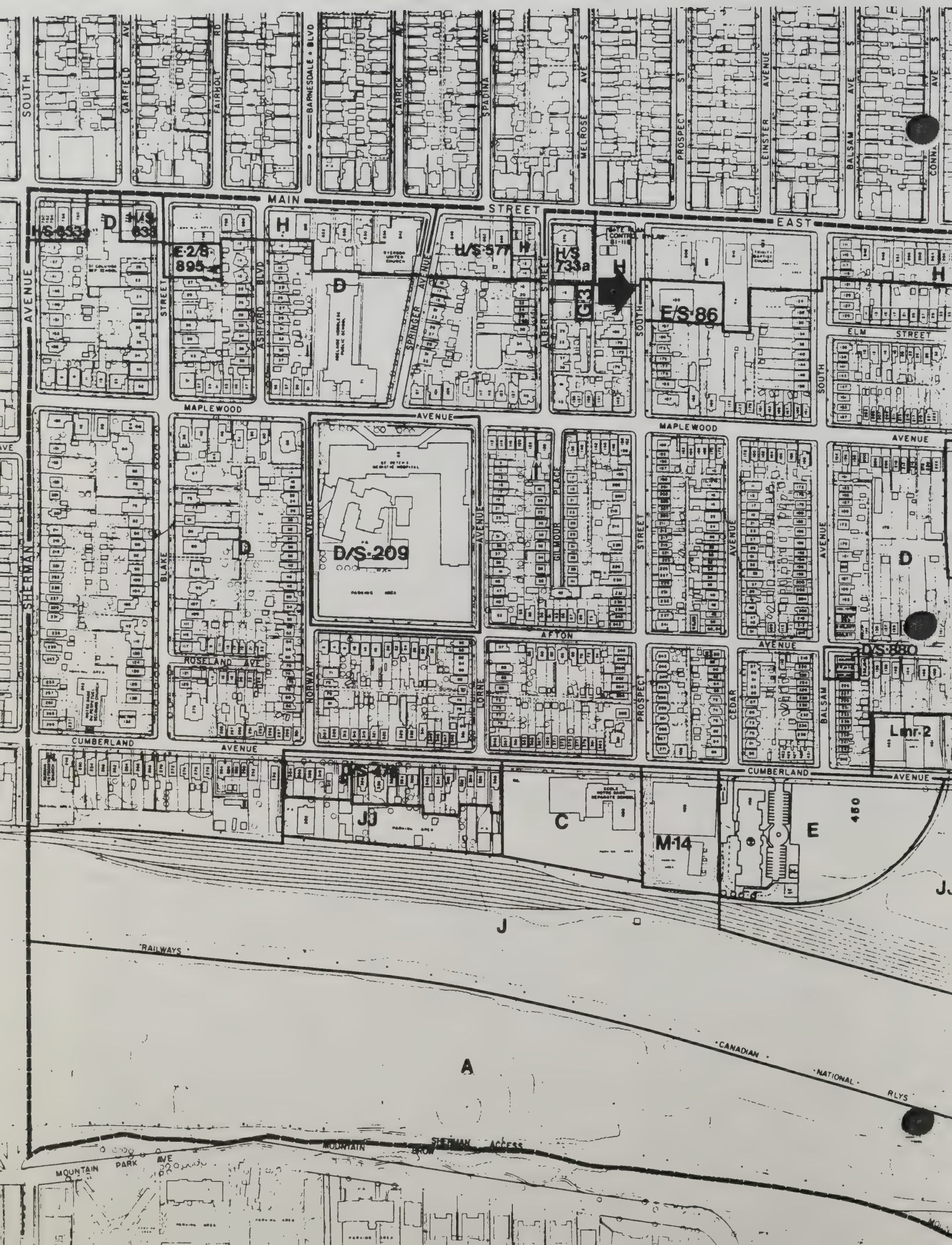
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. Jamie Perrette, tenant of the Prospect Towers Apartment building, 159 Prospect Street South, that a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Prospect in front of this apartment building since his daughter is disabled and requires the use of Darts vehicles.

Prospect has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The implementation of the requested regulation would result in the loss of one legal on-street parking space directly in front of the apartment building. However, the applicant has agreed to limit the hours of the regulation such that parking may occur after 8:00 p.m. on weekdays and all day on weekends, from the 16th to the last day of each month April to November, under the existing "Alternate Side Parking" regulation. Also, staff has contacted Mr. Bill Fasullo, Manager of Prospect Towers Apartments, and has been advised that he supports the implementation of the wheelchair loading zone in front of the building. Therefore, staff concurs with the request.

CVB/MBH/kg


MAIN STREET EAST
SOUTH
AVENUE
STREET
MAPLEWOOD AVENUE
ELM STREET
SHERMAN AVENUE
BLAKE AVENUE
NORWAY AVENUE
ROSELAND AVE
AFTON PLACE
GILMOUR STREET
CUMBERLAND AVENUE
RAILWAYS
CANADIAN NATIONAL RLYS
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS
H/S-633
E-28
895
H/S-577
H/S 733a
E/S-86
D/S-209
D/S-880
M-14
Lanr-2
450

26B(i)(q)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 11
File No. TEC-054-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Apartment Building at No. 44 Queen Street North
- Application for a Time Limit Exemption Permit

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be authorized to issue a time limit exemption permit to Mr. Pat Coulter, No. 807-44 Queen Street North.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the permit would generate a revenue of $24.00 per annum.

BACKGROUND:

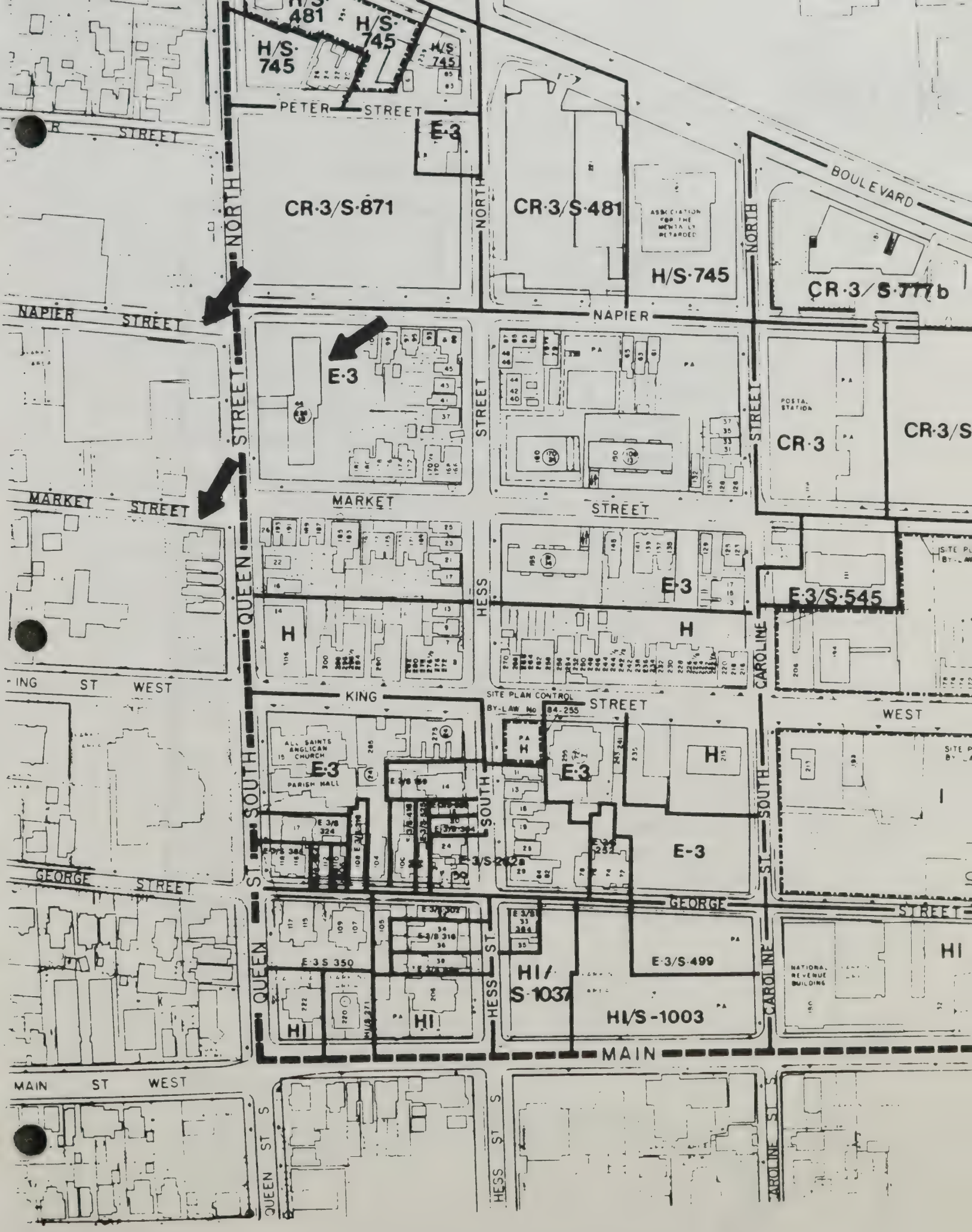
Staff have received a request from Mr. Pat Coulter, No. 807-44 Queen Street North, for a time limit exemption permit which would allow him to park his vehicle beyond the signed time limit on Market Street or Napier Street, west of Queen Street North, since his vehicle will not fit in the underground parking facility of his apartment building.

Past practice of the committee has established a policy whereby time limit exemption permits are generally issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. In this instance, Mr. Coulter's vehicle stands 6 feet 8 inches from grade, whereas the maximum allowable height in the underground parking lot is 6 feet 4 inches.

The land use on Queen Street in this area consists primarily of apartment buildings and commercial parking lots, with one, two and three family homes on the side streets. Periodic observations reveal that the time limit areas on Market and Napier are generally moderately parked during the day, and since there has not been a significant demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking or parking by residents without permits. Thus, the issuance of a time limit exemption permit to this resident should not create problems for other area residents.

In the past, the committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas and has authorized staff to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 44 Queen Street North, it would be appropriate to issue one time limit exemption permit to the applicant.

CVB/MBH/kg


H/S 481
H/S 745
H/S 745
H/S 745
PETER STREET
E-3
CR-3/S-871
NORTH
CR-3/S-481
H/S-745
BOULEVARD
NORTH
CR-3/S-777b
NAPIER STREET
NAPIER ST
E-3
QUEEN STREET
STREET
CR-3
CR-3/S
MARKET STREET
MARKET STREET
E-3
E-3/S-545
H
H
HESS
CAROLINE
KING STREET
SITE PLAN CONTROL BY-LAW No 84-255
WEST
ALL SAINTS ANGLICAN CHURCH
PARISH HALL
E-3
E-3
H
SOUTH ST
SOUTH
SOUTH ST
E-3
E-3/S-262
GEORGE STREET
GEORGE STREET
E-3 S 350
HI
HI
HESS ST
HI/S-1037
E-3/S-499
HI/S-1003
CAROLINE ST
NATIONAL REVENUE BUILDING
HI
MAIN
MAIN ST WEST
QUEEN ST S
HESS ST S
CAROLINE ST S

TIME LIMIT EXEMPTION AREA MAP C

C

2(B)(i)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 18
File No. TEC-055-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 70 Stanley Avenue
Commercial Boulevard Parking Agreement

RECOMMENDATION:

That the application of Jim and Christina Vanderkooy, owners of the four-unit apartment at 70 Stanley Avenue, to execute a commercial boulevard parking agreement be approved, provided that:

i) the applicant discharges the existing residential boulevard parking agreement registered as Instrument No. 294395 C.D. at the property owner's expense; and

ii) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14; and,

iii) the owner pays a one-time $50.00 registration fee, as approved by the City Council on 1986 January 14; and,

iv) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

v) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

vi) the driveway approach, parking area and other structures, as approved by the Commissioner of Pubic Works and Traffic, be constructed and maintained at the owner's expense; and,

vii) the owner executes an agreement satisfactory to the City Solicitor, to indemnity and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $134.80 per year.

BACKGROUND:

Jim and Christina Vanderkooy, owner of the four-unit apartment building at 70 Stanley Avenue have applied for permission to discharge an existing residential boulevard parking agreement and execute a new commercial boulevard parking agreement to allow two vehicles to be parked on the north boulevard of Stanley Avenue in front of this apartment building.

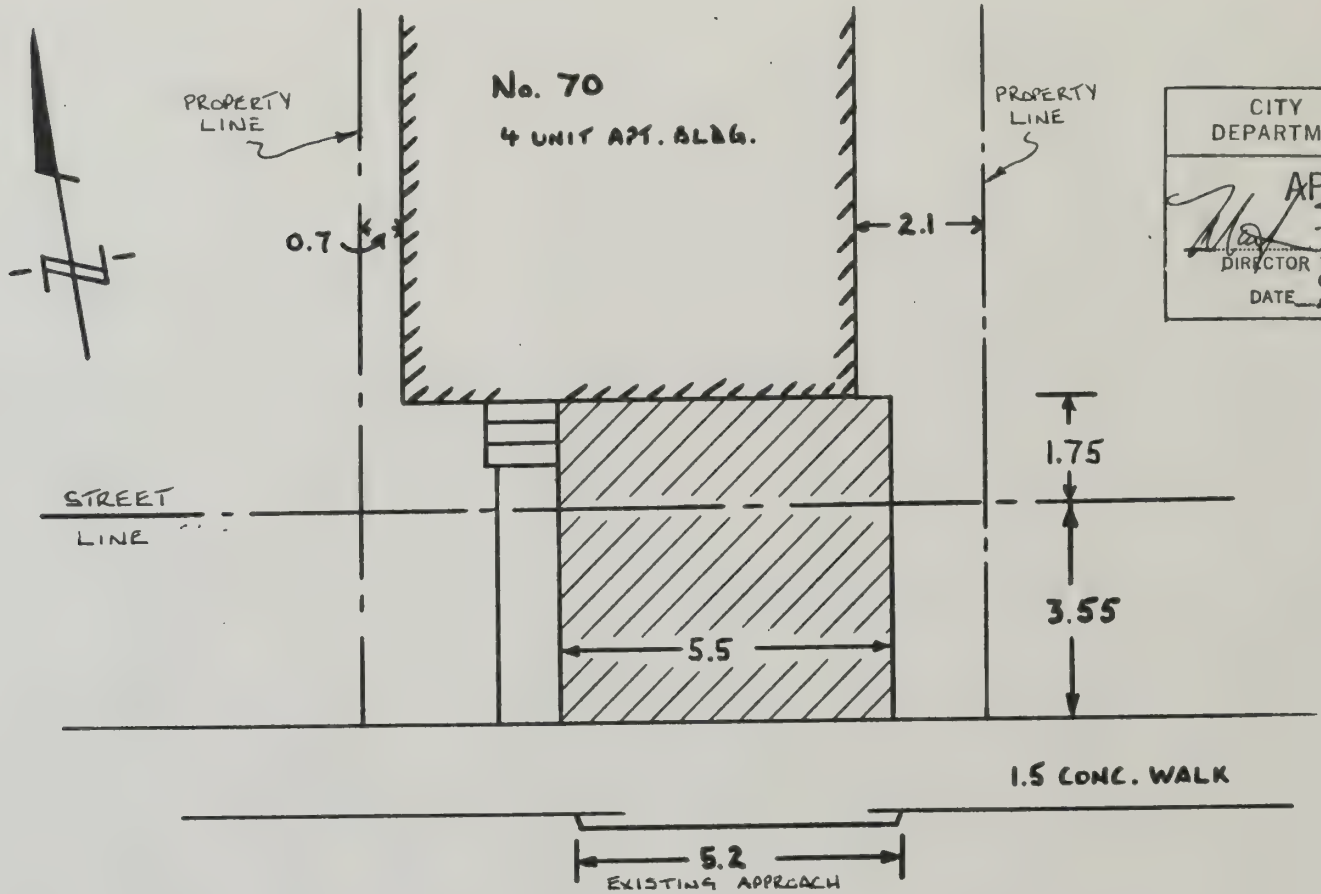
This building was previous used as a two-family dwelling, and parking on the city boulevard was controlled via a residential boulevard parking agreement. However, this building has since been converted to a four-unit apartment building, such that it now falls under the commercial boulevard parking program.

The applicant has forwarded a completed commercial boulevard parking agreement which is satisfactory to the Traffic Division as well as a cheque in the amount of $463.10 which represents the first annual leasing fee ($133.54 including G.S.T.) and encroachment insurance $10.00), as well as the one-time discharge fee ($50.00), registration fee ($50.00) and one-time processing fee ($219.56 including G.S.T.).

CVB/smg

c.c. P. Noé Johnson, City Solicitor, Law Department

SCHEDULE "B"



CITY OF HAMILTON
DEPARTMENT OF TRAFFIC
APPROVED
DIRECTOR OF TRAFFIC SERVICES
DATE 96/12/02

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
[MUST BE HARD - SURFACED]

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

SCALE : 1: 100 DIMENSIONS IN METRES

THIS IS NOT A PLAN OF SURVEY

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 11
File No. TEC-052-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Maplewood Avenue and Blake Street - Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance regulation be implemented on the south side of Maplewood Avenue commencing at Blake Street and extending to a point 50 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Lorraine McGoldrick, 344 Cumberland Avenue, that a corner clearance be implemented on the south side of Maplewood, east of Blake. Ms. McGoldrick has expressed concern that parked vehicles in this area obstruct visibility of northbound motorists on Blake Street attempting to enter Maplewood.

Maplewood has a 36 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. The implementation of the requested regulation would result in a loss of only one on-street parking space. However, in the interest of public safety, and since virtually all homes in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MHB/lem


MAIN STREET
SOUTH AVENUE
SHERMAN AVENUE
ST CLAIR AVE
DELAWARE AVE
MAPLEWOOD AVENUE
CUMBERLAND AVENUE
ROSELAND AVE
AFTON PLACE
GILMOUR STREET
SPRINGER AVENUE
ASHFORD BLVD
BLAKE AVENUE
NORWAY AVENUE
PROSPECT STREET
CEDAR AVENUE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS
H/S 633a
H/S 633
E-2/S 895
H/S 577
H/S 733a
IC-3
F/S 86
D/S 209
D/S 278
M-14

2(B)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 10
File No. TEC-050-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Bonaparte Way and Fusilier Drive - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Bonaparte Way and Fusilier Drive and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

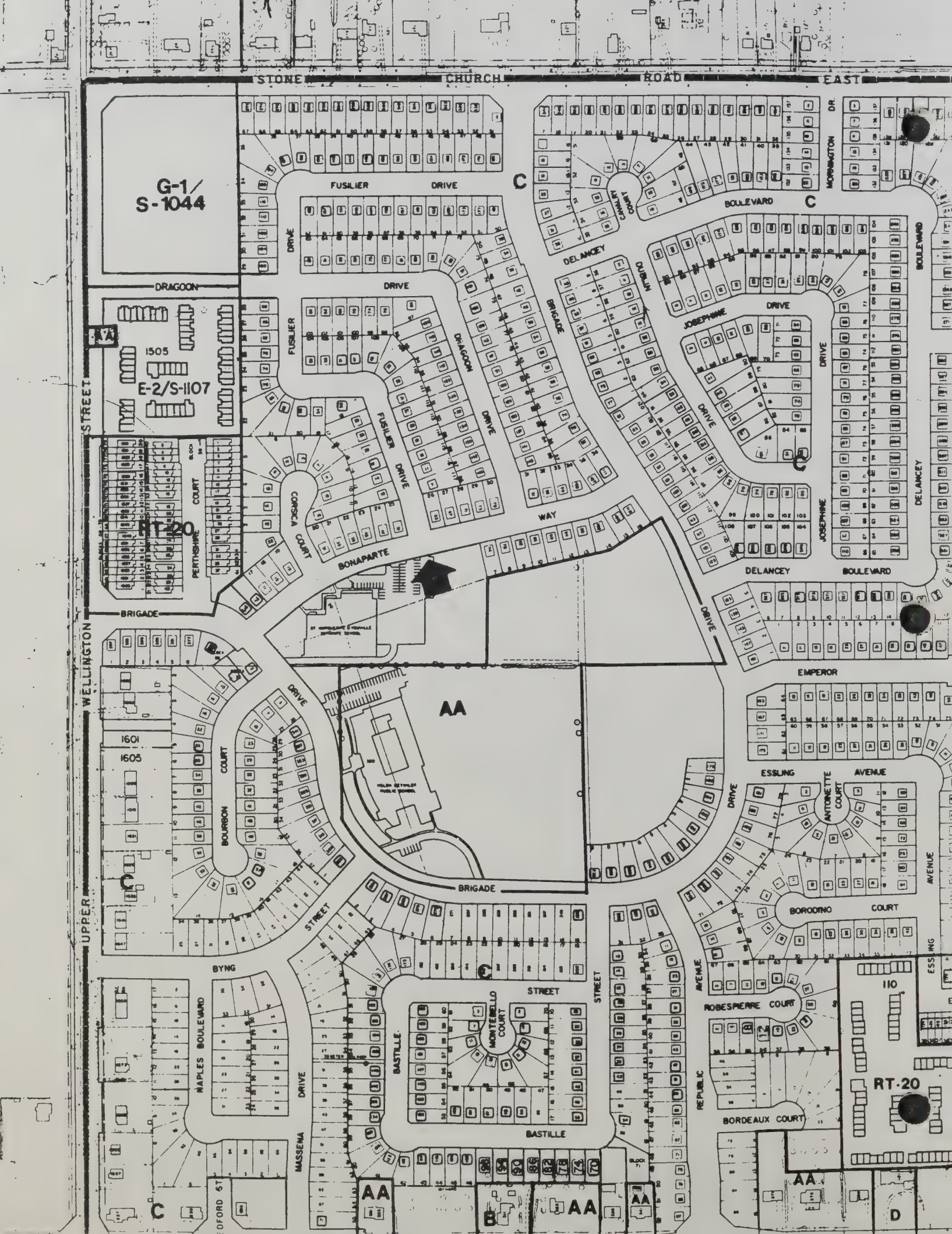
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Staff has received a request from Mrs. Valerie Baker, 59 Fusilier Drive, that all-way stop control be implemented at the intersection of Bonaparte and Fusilier.

The subject intersection is a "T" type intersection, and presently, southbound traffic on Fusilier is required to stop for eastbound and westbound traffic on Bonaparte. Staff has concluded that this intersection meets at least one of the criteria respecting the use of all direction stop control due to its proximity to St. Marguerite D'youville Separate School. Therefore, staff concurs with the request.

CVB/MBH/kg


STONE CHURCH ROAD EAST
G-1/
S-1044
DRAGOON
1505
E-2/S-1107
STREET
RT-20
PERTHSHIRE COURT
FUSILIER DRIVE
DRIVE
DRAGOON DRIVE
BRIGADE DRIVE
DUBLIN DRIVE
JOSEPHINE DRIVE
DELANCEY BOULEVARD
CHARLTON COURT
MORNINGTON DR.
COMSCA COURT
BONAPARTE WAY
BRIGADE
WELLINGTON
UPPER
1601
1605
BOURBON COURT
DRIVE
AA
EMPEROR
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
ROBESPIERRE COURT
BORDEAUX COURT
REPUBLIC AVENUE
110
12
RT-20
BYNG
NAPLES BOULEVARD
MASSENA DRIVE
BASTILLE STREET
MONTEBELLO COURT
BASTILLE
STREET
B
C
D

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 04
File No. TEC-045-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Alexander Street and Reginald Street
- Intersection Control

RECOMMENDATION:

That eastbound traffic on Alexander Street be required to stop for northbound and southbound traffic on Reginald Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

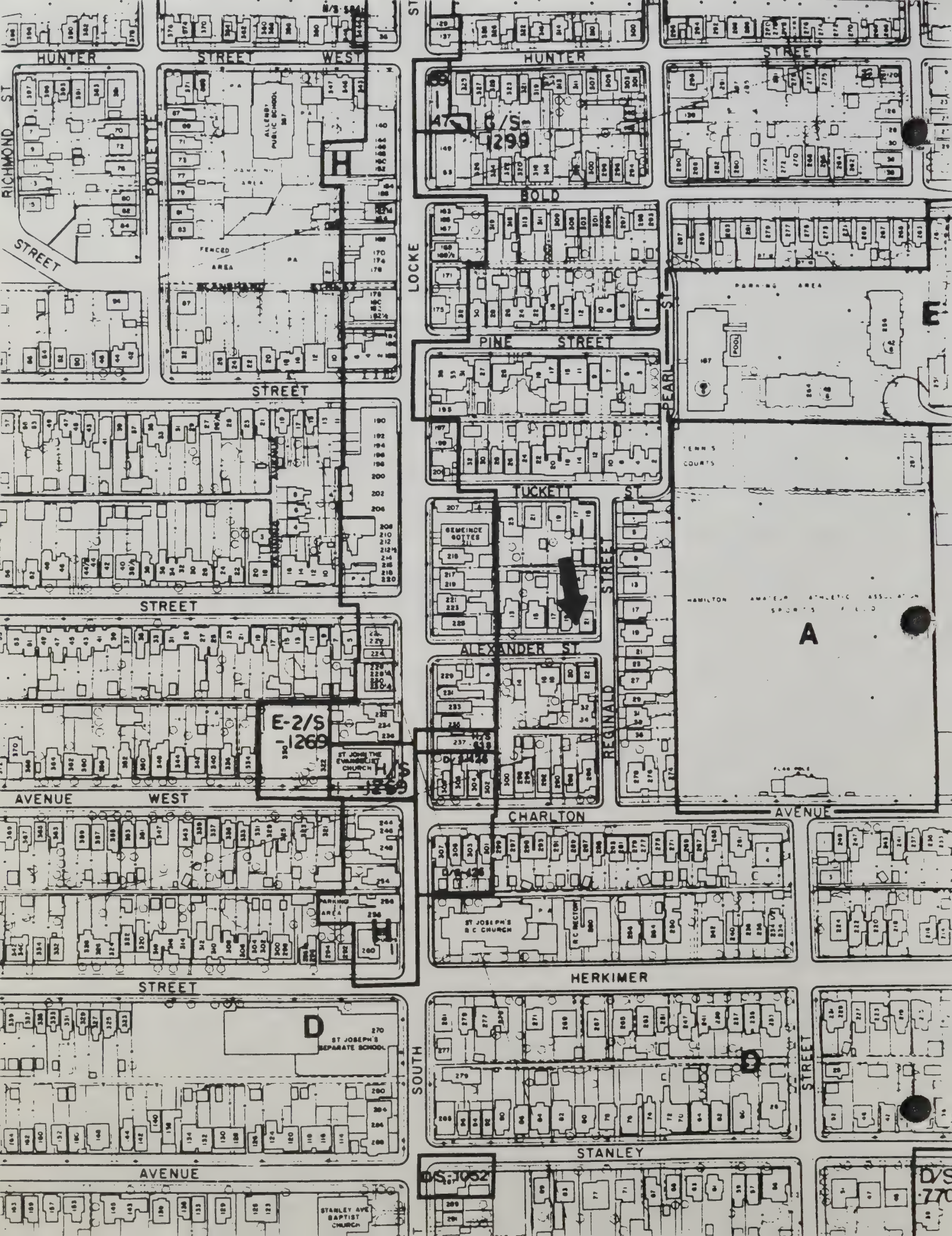
Sufficient funds have been made available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. C. Rigby, 157 Pearl Street South, that stop control be implemented at the intersection of Alexander and Reginald. The subject intersection is a "T" type intersection, and presently there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that eastbound traffic on Alexander be required to stop for northbound and southbound traffic on Reginald.

cc MH.
CVB/MBH/kg


HUNTER STREET WEST
HUNTER STREET
RICHMOND ST
POULETTE STREET
STREET
LOCKE ST
BOLD
PINE STREET
PEARL ST
TUCKETT ST
ALEXANDER ST
REGINALD STREET
CHARLTON AVENUE
HERKIMER STREET
SOUTH STREET
STANLEY AVENUE
AVENUE WEST
STREET
ALLEN PUBLIC SCHOOL
FENCED AREA
PARKING AREA
POOL
TENNIS COURTS
HAMILTON AMATEUR ATHLETIC ASSOCIATION SPORTS FIELD
GEMEINDE GOTTES
ST JOHN THE EVANGELIST CHURCH
ST JOSEPH'S R C CHURCH
ST JOSEPH'S SEPARATE SCHOOL
STANLEY AVE BAPTIST CHURCH
H
E
A
D
E-2/S -1269
H/S -1269
47 C/S -1299
D/S-1952
D/S

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 03
File No. TEC-046-97 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Fay Avenue and Organ Crescent - Intersection Control

RECOMMENDATION:

That northbound traffic on Fay Avenue be required to stop for eastbound and westbound traffic on Organ Crescent and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

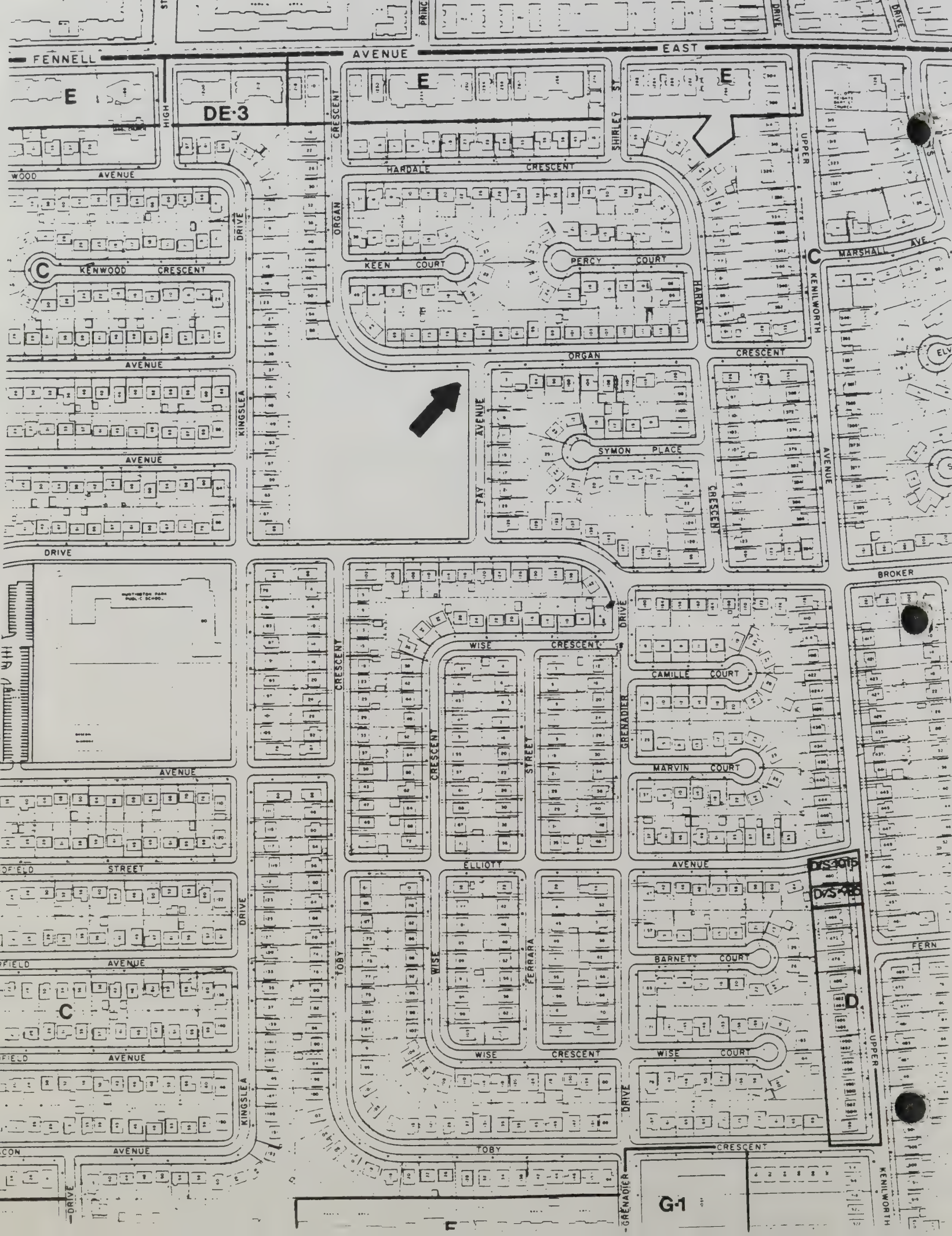
Sufficient funds are available in the 1997 budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bob Charters has advised of a request from Mrs. May Abraham, 108 Organ Crescent, that stop control be implemented at the intersection of Fay and Organ. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Fay be required to stop for eastbound and westbound traffic on Organ.

CVB/MBH/kg


FENNELL AVENUE EAST
DE-3
HIGH
CRESCENT
HARDALE CRESCENT
SHIRLEY ST
UPPER
KENILWORTH
CRESCENT
MARSHALL AVE
WOOD AVENUE
DRIVE
ORGAN
KEEN COURT
PERCY COURT
HARDALE
KENWOOD CRESCENT
AVENUE
KINGSLEA
ORGAN
SYMON PLACE
FAY AVENUE
CRESCENT
AVENUE
DRIVE
BROKER
WISE CRESCENT
CRESCENT
CAMILLE COURT
GRENADIER
MARVIN COURT
STREET
ELLIOTT
AVENUE
FERN
BARNETT COURT
TOBY
FERRARA
WISE CRESCENT
WISE COURT
UPPER
DRIVE
TOBY
CRESCENT
GRENADIER
G-1
KENILWORTH

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 6
File No. TEC-049-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: City of Hamilton Snow Route Map

RECOMMENDATION:

(a) That the following sections of streets be deleted from the snow route system:

- Franklin Avenue between Longwood Road North and Uplands Avenue
- Norwood Road between Longwood Road North and Uplands Avenue
- Uplands Avenue between Franklin Avenue and Norwood Road; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

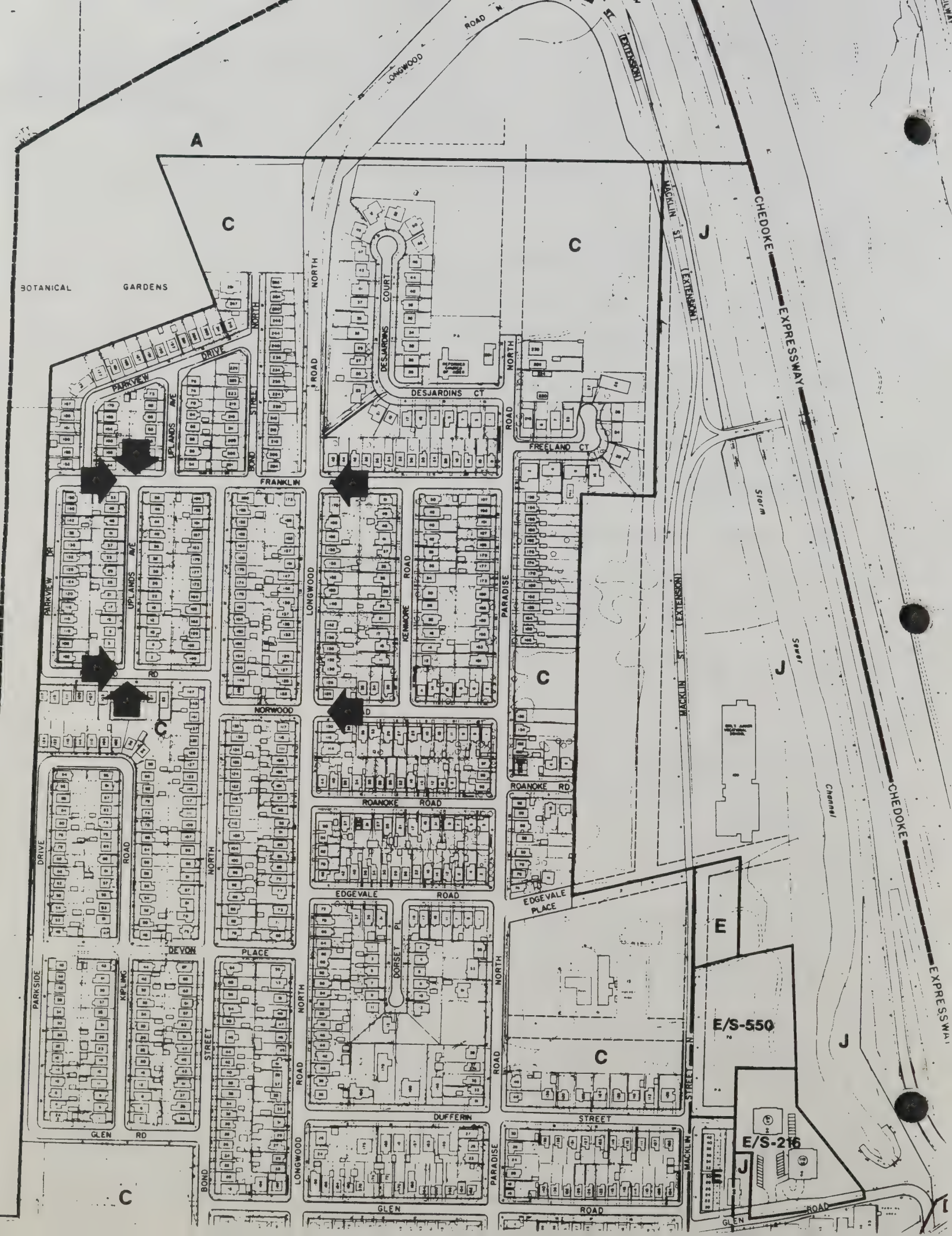
Sufficient funds are available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from Mr. Mason, 173 Longwood Road, that the snow route designation be removed from Franklin as it is no longer a bus route. The Hamilton Street Railway has confirmed that Franklin is no longer a bus route and has identified two other sections of street in this area which they no longer operate buses on.

The snow route designation prohibits parking of all vehicles during snow emergencies declared by the Chief of Police in order to facilitate snow clearing for the movement of traffic, including buses. Therefore, since the Hamilton Street Railway no longer operate buses on these streets, it would be appropriate to remove these streets from the snow route system.

CVB/MBH/kg


BOTANICAL GARDENS
LONGWOOD ROAD N
MACKLIN ST (EXTENSION)
CHEDOKE EXPRESSWAY
DESJARDINS COURT
DESJARDINS CT
FREELAND CT
PARKVIEW DRIVE
UPLANDS AVE
BOND STREET
FRANKLIN ROAD
KENMORE ROAD
PARADISE ROAD
NORWOOD ROAD
ROANOKE ROAD
EDGEVALE PLACE
DORSET PL
DUFFERIN STREET
GLEN ROAD
PARKSIDE DRIVE
DEVON PLACE
E/S-550
E/S-216
Storm Sewer Channel
A
C
E
J

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 21
File No. TEC-056-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Staff Changes in the Parking Control Section of the Community Traffic Services Division

RECOMMENDATION:

That, effective 1997 May 01, the staff compliment of the Parking Control Section of the Community Traffic Services Division be adjusted by deleting two Parking Control Officer positions (2.0 FTE's) and by replacing them with two Towing Officer positions (2.0 FTE's)

D. Lobo .

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The creation of two Towing Officer positions will have minimal, if any, effect on the current budget, since it is anticipated that the salary level assigned by Human Resources to the new position will be virtually identical to that of the deleted position. The current staff compliment will remain the same. Operating efficiencies will result from the assignment of towing duties to two staff persons on a permanent basis.

BACKGROUND:

Over the past five years, the City Council has approved the transfer, from the Regional Police to the Department of Public Works and Traffic, of virtually all responsibilities for the towing of vehicles which are parked in contravention of municipal by-laws within the City limits. These responsibilities include the removal of derelict vehicles from City and Regional roads, and illegally parked vehicles from private property upon complaint, but does not include Police emergency towing.

The Parking Control Section investigates of more than 1100 complaints of "abandoned" vehicles and tows approximately 300 cars each year. Consequently, the towing, storage, and release or disposal of these vehicles has become a very complex function, involving many legal, administrative and public service issues which must be continually addressed. The responsibility for these duties has traditionally been assigned to two Parking Control Officers, with the selection of these Officers being made from the pool of 27 officers on a rotational basis. However, there are a number of inefficiencies attendant to the process, due to the considerable amount of time required to adequately train each new set of Officers as they rotate into the position.

Management staff are of the opinion that the towing functions are sufficiently complex as to warrant the creation of two permanent Towing Officer positions which would emphasize the towing of illegally parked vehicles rather than writing parking infraction notices. Union representatives, having made inquiries with respect to this issue, tend to concur with Management's assessment of the matter.

It is anticipated that the assigned salary rating for the proposed Towing Officer position will be equal or very close to that of the existing Parking Control Officer position, and as a result there will be no budget implications. Therefore, eliminating two Parking Control Officer positions and replacing them with two Towing Officer positions will have minimal, if any, effect on the budget, but will result in a significant operating efficiencies.

MBH/kg

26(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Provision of Concrete Cutting Saw Services**

RECOMMENDATION:

That the estimated expenditure level for the provision of concrete cutting saw/operator services by Bigelow Brothers Construction, being the lowest of four tenders received, be increased from $100,000 to $200,000.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Concrete cutting is a service used on virtually all Public Works construction and reconstruction projects. Public Works has revamped its major work programs in recent years to include a much greater proportion of construction and reconstruction work.

The previously approved, estimated, expenditure level of $100,000 is not sufficient to serve the increased level of construction and road cuts undertaken this year.

The expenditure for concrete sawing is funded from various approved City and Region allocations within the current budgets, capital budgets and infrastructure projects.

BACKGROUND:

Bigelow Brothers Construction submitted the lowest of four tenders received for concrete cutting saw and operator (see attached Appendix A). The tender is valid for the balance of 1997.

Concrete cutting is required on construction and reconstruction projects and utility road cuts. The use of Bigelow Brothers Construction for concrete sawings was previously approved up to $100,000. This upset limit was underestimated and a revised ceiling of $200,000 per year is required to satisfy the needs of an expanding reconstruction program undertaken by Public Works.

CFLCFE/rb
attachment

APPENDIX A

Ref: C14-38-94

Closed: Tuesday, December 2, 1994

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

CONCRETE CUTTING AND ASPHALT PLANING
FOR THE DEPARTMENT OF PUBLIC WORKS
AT VARIOUS LOCATIONS DURING 1995-1996-1997

	Cardi Construction Limited			Bigelow Brothers Construction Limited			The Graff Company Limited			Hard Rock Paving Limited			Standard Paving		
Pricing	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997	1995	1996	1997
Concrete saw and operator -- Price/hour	80.00	84.00	88.00	75.00	77.00	79.00	89.50	94.50	99.50	UTB	UTB	UTB	90.00	95.00	100.00
Travel	N/C	N/C	N/C	NIL	NIL	NIL	N/A	N/A	N/A	UTB	UTB	UTB	0	0	0
G.S.T. Extra															
Asphalt Planer and operator -- Price/hour	NO BID	NO BID	NO BID	UTB	UTB	UTB	NO BID	NO BID	NO BID	180.00	190.00	200.00	250.00	275.00	302.00
Travel	UTB	UTB	UTB	UTB	UTB	UTB	NO BID	NO BID	NO BID	50.00	52.50	55.00	0	0	0
G.S.T. Extra															

**Please refer to bids for furthers specifications and additional notes.

2(8)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 9
S-703-93, S-719-70 G. McGuire

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: To incorporate certain City land into various streets by By-Laws (R-97-25)

RECOMMENDATION:

a) The the following City land be incorporated into the following streets:

Adele Court	Block 35	Plan 62M-760
WestVillage Drive	Block 29	Plan 62M-793
Duncairn Crescent	Block FX and Part 1	Plan M-129 and Plan 62R-12403

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council.

c) That the Commissioner of Transportation be authorized and directed to register the By-Laws.

D. Lobo
Commissioner
Public Works and Traffic

E.M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete conditions of severance and to complete final street widths, it is necessary to incorporate City land into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Adele Court	Block 35 on Plan 62M-760	N/A	To complete final street widths	S-703-93
Westvillage Drive	Block 29 on Plan 62M-793	N/A	To facilitate Claudette Gardens Phase 8 Development	S-703-93
Duncairn Crescent	Block FX on Plan M-129 & Part of Block EX on Plan M-129 designated as Part 1 on Plan 62R-12403	N/A	To facilitate access to Summerfield at the Orchards, Plan 62M-720	S-719-70

sk:GM/KML
cc/H. Groen, Transportation Department
cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 35, PLAN 62M-760
INTO ADELE COURT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Adele Court within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Adele Court

   All of Block 35 on Plan 62M-760

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 29, PLAN 62M-793
INTO WESTVILLAGE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Westvillage Drive within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Westvillage Drive

   All of Block 29 on Plan 62M-793

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK FX ON PLAN M-129 AND PART 1 ON PLAN 62R-12403 INTO DUNCAIRN CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate the land described below into the highway known as Duncairn Crescent within its limits;

AND WHEREAS the said land is owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following land is hereby established and laid out as a public highway to form part of Duncairn Crescent

   All of Block FX on Plan M-129 & Part of Block EX on Plan M-129 designated as Part 1 on Plan 62R-12403.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1997

City Clerk Mayor

26(b)(iv)(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 March 12
S723-71, M.P. Sabelli, C.E.T.
S723-67

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997 Servicing Expenditures Related to Subdivisions
(R-97-21)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Wellington Chase - Phase 5", Hamilton

City's Share - NIL -, Owner's Share $72,593.23

"Westview Estates", Hamilton

City's Share - NIL -, Owner's Share $140,156.91

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Wellington Chase - Phase 5", Hamilton and "Westview Estates", Hamilton as well as any other related documents for these subdivisions subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

Cont'd...

Cont'd...

d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

D. Lobo
Commissioner
Public Works and Traffic

for J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is no City share associated with the cost of installation of City services for these developments.

BACKGROUND:

"WELLINGTON CHASE - PHASE 5"

City Council at its meeting of 1995 October 31, adopted Section 12 of the Twentieth Report of the Planning and Development Committee approving the proposed draft plan for "Wellington Chase - Phase 5" under the condition that the owner, 822827 ONTARIO INC. enter into a subdivision agreement with the City of Hamilton.

The development of "Wellington Chase - Phase 5" will result in the creation of eighteen (18) single family residential lots. An estimate of costs has been prepared and it has been determined that there is no City share for this development.

Cont'd...

The lands of "Wellington Chase - Phase 5" are located west of Upper Wentworth Street, north of Rymal Road East in the Barnstown Neighbourhood.

"WESTVIEW ESTATES"

City Council at its meeting of 1996 August 27, adopted Section 5 of the Thirteenth Report of the Planning and Development Committee approving the proposed draft plan of subdivision under the condition that the Owner, Demetre Dekaneas enter into a subdivision agreement with the City of Hamilton.

The development of "Westview Estates" will result in the creation of twenty-one (21) single family residential lots , one (1) block for future development and six (6) blocks to be developed in conjunction with adjacent lands.

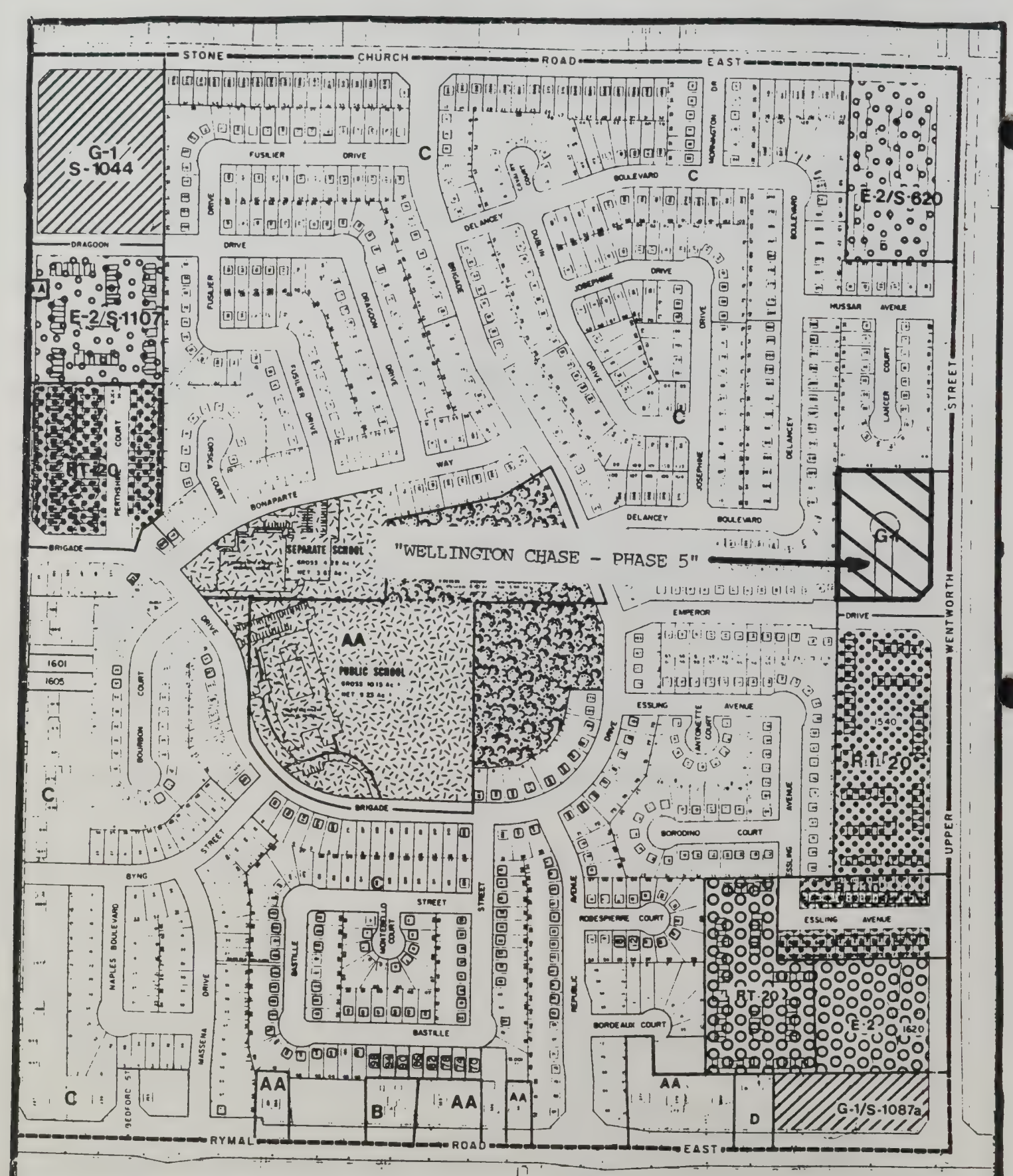
An estimate of costs have been calculated in accordance with current City costs sharing policy and there will be no City share for this development.

The lands of "Westview Estates" are located east of Garth Street, north of Rymal Road East in the Sheldon Neighbourhood.

MPS
(Attach.)

cc: Finance and Adminstration Committee
Att: Alderman B. Charters, Chairman
Att: Susan K. Reeder, Secretary

cc: City Treasury Department
Att: A.C. Ross
Att: N. Adhya



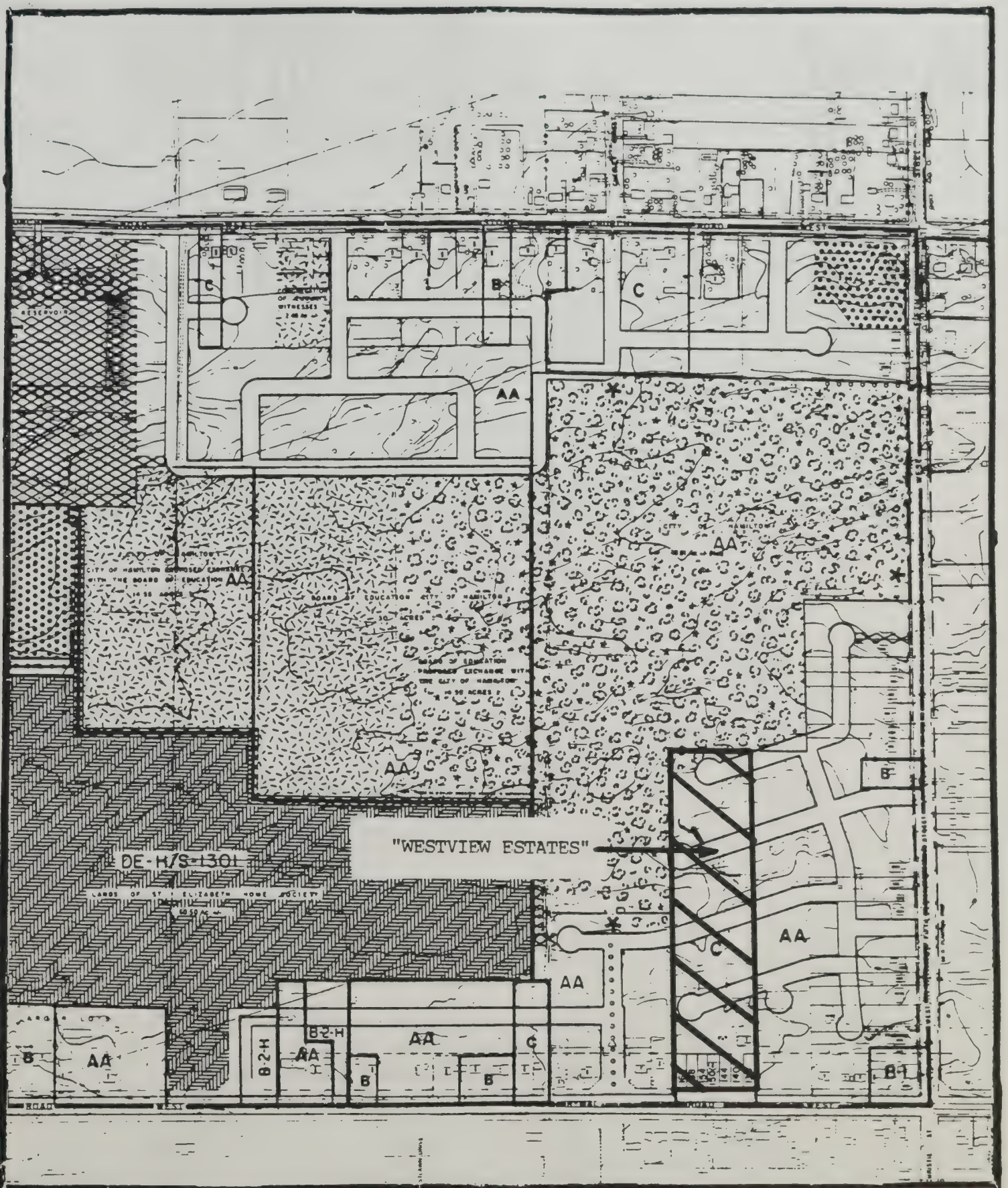
BARNSTOWN

KEY PLAN

NTS

NORTH

APPROVED PLAN



SHELDON

KEY PLAN

NTS

NORTH

APPROVED PLAN

1997 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"WELLINGTON CHASE PHASE 5"	18 LOTS HAMILTON	COUNCIL 95 OCT 31	Catch Basins & Connections	$0.00	$0.00	$0.00		
822827 ONTARIO INC.		P&D	Curbs & Sidewalks	$0.00	$0.00	$0.00		
URBEX ENGINEERING LTD.		20-95	Finished Roads	$0.00	$0.00	$0.00		
J.P. WOOLEY, O.L.S.		SECTION 12	Sewers & Watermains	$0.00	$0.00	$0.00		
FILE NO. S723-71			Seeding/Sodding	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Street Lighting	$0.00	$0.00	$0.00		
			Dead End Barricades	$0.00	$0.00	$0.00		
			Fencing	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$72,593.23	$72,593.23
"WESTVIEW ESTATES"	21 LOTS HAMILTON	COUNCIL 96 AUG 27	Catch Basins & Connections	$0.00	$0.00	$0.00		
DEMETRE DEKANEAS		P&D	Curbs & Sidewalks	$0.00	$0.00	$0.00		
URBEX ENGINEERING LTD.		13-96	Finished Roads	$0.00	$0.00	$0.00		
J.P. WOOLEY, O.L.S.		SECTION 5	Sewers & Watermains	$0.00	$0.00	$0.00		
FILE NO. S723-67			Seeding/Sodding	$0.00	$0.00	$0.00		
M.P. SABELLI, C.E.T.			Street Lighting	$0.00	$0.00	$0.00		
			Deadend barricade	$0.00	$0.00	$0.00		
			TOTAL	$0.00	$0.00	$0.00	$140,156.91	$140,156.91
TOTALS:				$0.00	$0.00	$0.00	$212,750.14	$212,750.14

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 10
S701-78, M.P. Sabelli, C.E.T.
S723-78 P. Strong

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997 Servicing Expenditures Related to Subdivisions
(R-97-24)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in:

"ALLISON ESTATES - PHASE 4", Hamilton

City's Share - $ 124,891.63, Owner's Share - $ 155,139.40

"WISEMOUNT ESTATES - PHASE 8, Hamilton

City's share $ 7,693.52, Owner's share $ 154,118.33

be approved.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Allison Estates - Phase 4", Hamilton and "Wisemount Estates - Phase 8", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

Cont'd...

1997 Servicing Expenditures Related to Subdivisions (R-97-24)

Cont'd...

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

d) In the event that the Owners wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of servicing "Allison Estates - Phase 4" subdivision at an estimated cost of $124,891.63 and the City's share of servicing "Wisemount Estates - Phase 8", subdivision at an estimated cost of $7,693.52 be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

f) That City Council be advised that "Allison Estates - Phase 4 and subsequent phases of "Allison Estates" will be constructed with no boulevard between the sidewalk and curb.

D. Lobo
Commissioner
Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1997 projects related to subdivision expenditure, including this recommendation is $152,802.60. The 1997 Capital Budget includes a provision of $800,000.00 for the City's share of subdivision expenditures in 1997.

"ALLISON ESTATES - PHASE 4"

The total estimated cost of the City's share of services to be approved at this time for "Allison Estates - Phase 4" is $124,891.63, which is associated with above and below ground works on Upper Wellington Street and Kettlepoint Drive adjacent to lands owned by the City of Hamilton (future parkland and cemetery) and undeveloped lands under separate ownership.
Cont'd...

1997 Servicing Expenditures Related to Subdivisions (R-97-24)

Cont'd...

A portion of the City's share ($7,245.28) will be recovered upon development of the adjacent lands under separate ownership, through the mechanism of a 0.30 metre reserve. The remaining City's share ($117,646.35) is non-recoverable in the future, adjacent to parklands and the cemetery.

"WISEMOUNT ESTATES - PHASE 8"

The total estimated cost of the City's share of services to be approved at this time for "Wisemount Estates - Phase 8" is $7,693.52, which is associated with above ground works for extra depth asphalt on Locheed Drive. The City's share is non-recoverable in the future.

BACKGROUND:

"ALLISON ESTATES - PHASE 4"

On 1993 February 9, City Council in adopting Section 10 of the 3rd Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Allison Estates", under the condition that the Owner, 200 Rymal Road Inc. enter into a subdivision agreement with the City of Hamilton. "Allison Estates - Phase 4" is a smaller portion of the original approved draft plan.

The Owners wish to proceed with the development of "Allison Estates - Phase 4" at this time which will result in the creation of thirteen (13) lots for single family dwellings and one (1) block to be developed for single family residential lots in conjunction with adjacent lands.

An estimate of costs has been calculated in accordance with current City cost sharing policy and has been approved by the Manager of Development and there will be a City share as discussed in the Financial section of this report.

Through the receipt of a petition from the residents of Jacqueline Boulevard, in the "Allison Estates - Phase 1" subdivision, City Council on February 11 by adopting Item 17 of the Transport and Environment Committee Report 2-97 approved their request to eliminate the 1.0 metre boulevard in front of their homes by the following resolution:

"That the Commissioner of Public Works and Traffic be directed to eliminate the requirements for boulevards on Jacqueline Boulevard, in the "Allison Estates - Phase 1" subdivision."

Cont'd...

1997 April 09

1997 Servicing Expenditures Related to Subdivisions (R-97-24)

Cont'd...

Therefore, to remain consistent throughout this development, all phases of "Allison Estates" are designed with a road cross-section that eliminates the 1.0 metre boulevard and results in the sidewalk being constructed adjacent to the curb.

The lands of "Allison Estates - Phase 4" are located on the south side of Rymal Road East and west of the proposed extension of Upper Wellington Street in the Allison Planning Neighbourhood.

"WISEMOUNT ESTATES - PHASE 8"

On 1983 September 27, City Council in adopting Item 4(b) of the Planning and Development Committee Report, 19-83 approved the proposed draft plan now called "Wisemount Estates" subdivision under the condition that the owner, 822829 Ontario Inc. (Anthony DiSilvestro) enter into a subdivision agreement with the City of Hamilton.

The development of "Wisemount Estates - Phase 8" will result in the creation of 30 single family residential lots. An estimate of costs has been prepared and it has been determined that there is City share for this development for the extra depth of asphalt required on Locheed Drive which is considered to be a "ring road" within the Lisgar Neighbourhood.

The lands of "Wisemount Estates - Phase 8" are located west of Upper Kenilworth north of Limeridge Road East in the Lisgar Neighbourhood.

The engineering schedules for the above-noted subdivision have been prepared by the Developers' Consulting Engineer and have been approved by the Manager of Development Engineering.

MPS/PS
(Attach.)

cc: Regional Environment Department, Att: J. Thoms Att: G. Paparella

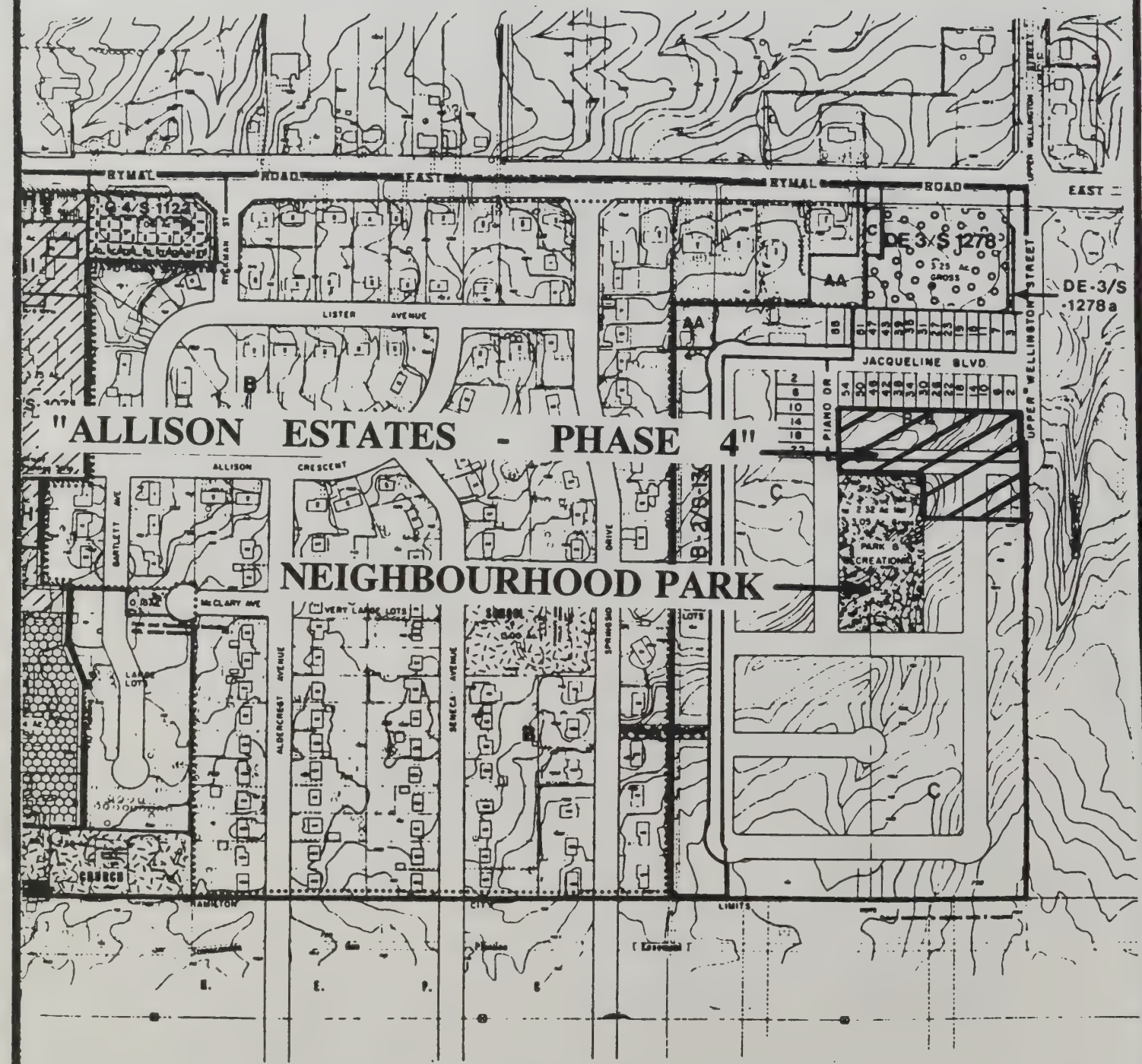
cc: City Treasury Department, Att: A.C. Ross Att: N. Adhya

cc: Finance and Administration Committee, Att: Alderman B. Charters Att: Susan K. Reeder, Secretary

1997 SUBDIVISION EXPENDITURE SUNNARY

Name of: – SUBDIVISION – DEVELOPER – CONSULTANT – SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	NON–RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ALLISON EST – PH 4	13 LOTS	COUNCIL	Catch Basins & Connections	$1,105.23	$6,900.12	$8,005.35		
200 RYMAL ROAD INC.	1 BLOCK	93 FEB 09	Curbs & Sidewalks	$2,409.09	$15,040.31	$17,449.40		
URBEX ENGINEERING LIMITED	HAMILTON	P &D REPORT	Finished Roads	$3,730.96	$23,292.98	$27,023.94		
J.P. WOOLEY, O.L.S.		3–93	Sewers and Watermians	$0.00	$67,993.31	$67,993.31		
FILE NO. S701–78		SECTION 10	Dead End Barricade	$0.00	$0.00	$0.00		
M. P. SABELLI, C.E.T.			Street Lighting	$0.00	$1,897.50	$1,897.50		
			Seeding/Sodding	$0.00	$2,522.13	$2,522.13		
			Sewers & Watermain	$0.00	$0.00	$0.00		
			TOTAL	$7,245.28	$117,646.35	$124,891.63	$155,139.40	$280,031.03
WISEMOUNT ESTATES – PH 8	30 LOTS	COUNCIL	Catch Basins & Connections	$0.00	$0.00			
822827 ONTARIO INC.	HAMILTON	SEPT. 27, 1983	Curbs & Sidewalks	$0.00	$0.00			
URBEX ENGINEERING LIMITED		P&D REPORT	Finished Roads	$0.00	$7,693.52			
S. BALABAN, O.L.S.		19–83	Fencing	$0.00	$0.00			
FILE NO. S723–78		ITEM NO. 4(b)	Street Lighting	$0.00	$0.00			
P. STRONG			TOTAL	$0.00	$7,693.52	$7,693.52	$154,118.33	$161,811.85
TOTALS:				$7,245.28	$125,339.87	$132,585.15	$309,257.73	$441,842.88

* OVERSIZING EXPENDITURES are Non–Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



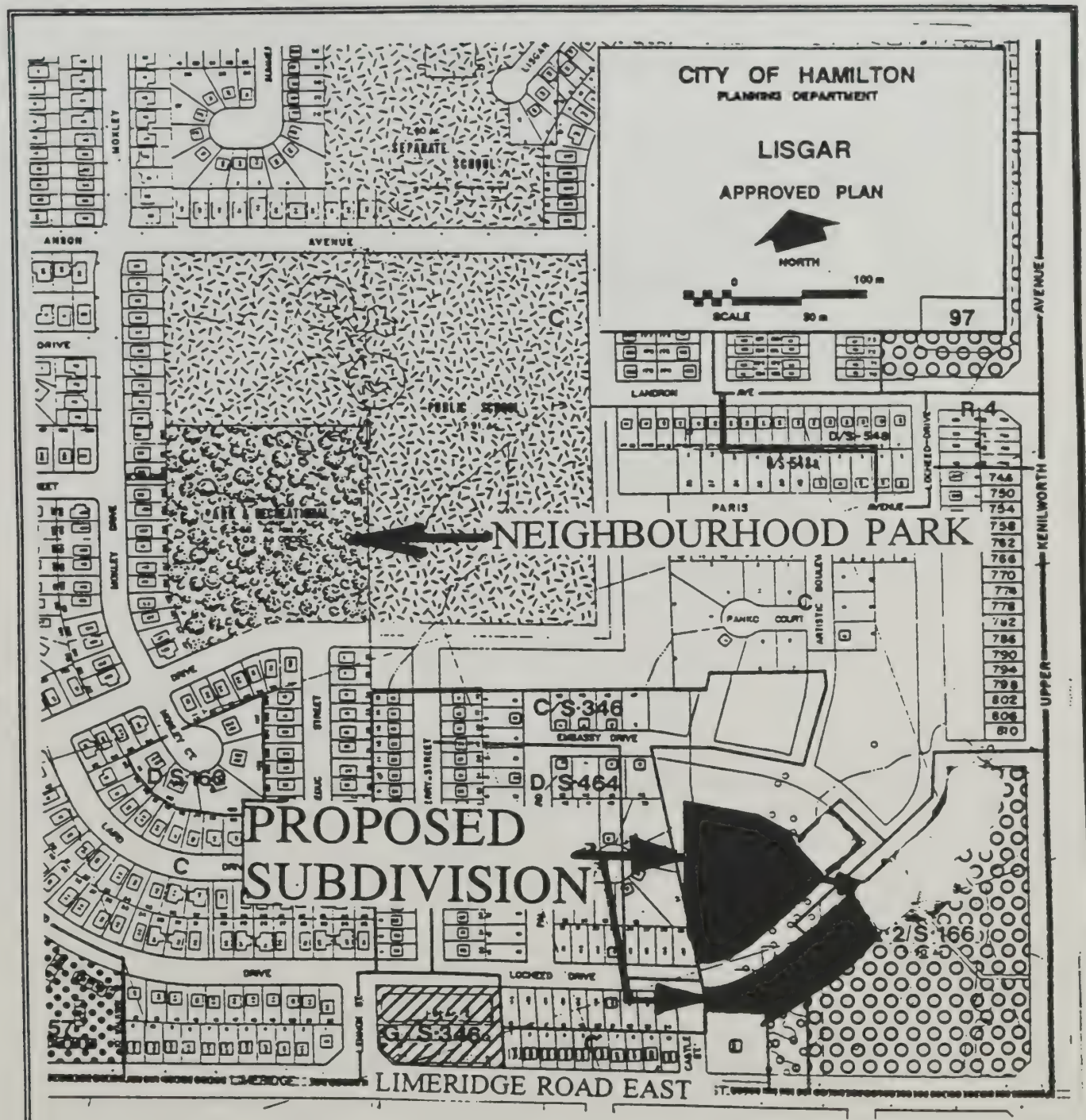
ALLISON

KEY PLAN

NTS

NORTH

APPROVED PLAN



LOCATION PLAN

"WISEMOUNT ESTATES - PHASE 8", HAMILTON

SUBLIST/DISC

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
45 Owen Place - John W. Mudjar and Mary E. Mudjar

RECOMMENDATION:

(a) That an Offer to Purchase (Highway Closure), duly executed by John W. Mudjar and Mary E. Mudjar on 1997 April 10 and scheduled to close on or before 1997 November 28, for the lands composed of Reserved for Street, Parcel "C", 0.305 Reserve, Registered Plan 851, having a frontage along the westerly limit of Owen Place of 20.116 metres (65.9 feet) more or less, by a depth of 33.245 metres (109.0 feet) more or less, shown as Parts 1, 2, 3, 4, 5 and 6 on Plan 62R-10952; Parts 3 and 6 are to an easement in favour of The Sisters of St. Joseph of Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $57,100 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases(Sales)); and,

(b) That the required deposit cheque in the amount of $5,710 be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total amount of $57,100 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases (Sales)).

Although the property has not been assessed yet, it is estimated that the vacant lot will generate approximately $1,000 per year in realty taxes, and once a house is built on the property the tax revenue will increase.

BACKGROUND:

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) Council has declared the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 9th day of January 1997, to inform the public that the City intends to sell the said subject land;

(c) no appraisal of fair market value of the real property being sold was obtained as highway closures and sales are exempt from appraisal requirements of Section 193 of the Municipal Act.

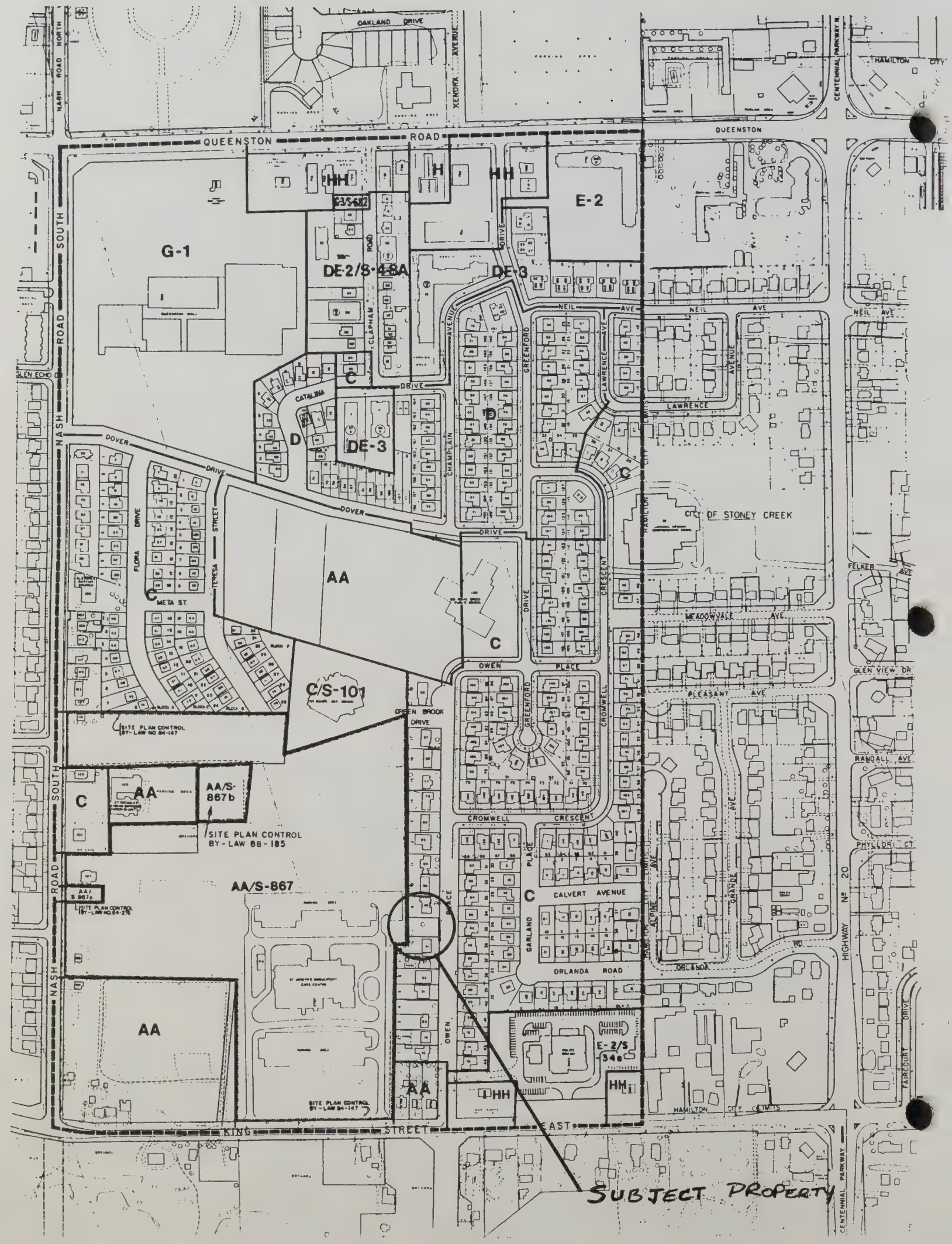
The subject property consists of a single residential lot with 65.9 feet frontage on Owen Place and a depth of 109 feet. The northerly 26 feet x 109 feet of the lot is encumbered with a registered sewer easement in favour of The Sisters of St. Joseph of Hamilton.

The lot was advertised for sale by public tender for three (3) consecutive weeks in January 1997 in the Hamilton Spectator, but at the tender opening there were no bids received that met the 'reserve' set by our department. A "For Sale" sign has remained on the property since that time. The property was retendered for sale and advertised in the Hamilton Spectator for three (3) consecutive weeks again from March 18 to 1997 April 1. The tender closed Friday, 1997 April 4 and 4 bids were received ranging in value from $52,525.50 to $57,100. The reserve bid of $52,000 was included in the newspaper advertisement. Although an appraisal is not required for the sale of a highway closure as part of the real property procedural by-law, an appraisal was completed by the Property Department in order to determine the a reserve bid, and the sale price of the lot falls within the range of market value.

I therefore recommend acceptance of the highest bid of $57,100 received from Mr. and Mrs. Mudjar for the lot located at 45 Owen Place.

REL/nw

c.c. P. Noé Johnson, City Solicitor
Attention: J. Lessing
Allan C. Ross, Treasurer
L. King, Building Commissioner
K. M. Lau, Manager of Surveys, Roads Division
G. Aston, Director, Programming and Development
Attention: V. Zingaro


QUEENSTON ROAD
NASH ROAD SOUTH
OAKLAND DRIVE
KENORA AVENUE
HAMILTON CITY
CENTENNIAL PARKWAY N.
G-1
DE-2/S-448A
DE-3
E-2
H
HH
C
D
AA
C/S-101
AA/S-867b
AA/S-867
SITE PLAN CONTROL BY-LAW 84-147
SITE PLAN CONTROL BY-LAW 86-185
E-2/S-348
CLAPHAM ROAD
CATALINA DRIVE
CHAMPLAIN AVENUE
GREENFORD DRIVE
LAWRENCE AVENUE
NEIL AVE
DOVER DRIVE
FLORA DRIVE
TERESA STREET
META ST.
OWEN PLACE
GREEN BROOK DRIVE
CROMWELL CRESCENT
CALVERT AVENUE
GARLAND AVE
ORLANDA ROAD
CITY OF STONEY CREEK
HAMILTON CITY LIMITS
MEADOWVALE AVE
PLEASANT AVE
FELKER AVE
GLEN VIEW DR
RANDALL AVE
PHYLLORI CT
FAIRCOURT DRIVE
HIGHWAY No. 20
KING STREET EAST
SUBJECT PROPERTY

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase - Sale of City Property
One Foot Reserve on Bonaventure Drive
Frank Mulas Construction Ltd.

RECOMMENDATION:

(a) That the one foot reserve on Bonaventure Drive described as Part 5 on Plan RB-H-567 Surveys be declared surplus to the requirements of the City of Hamilton in accordance with Realty Sales Procedural By-law 95-049; and,

(b) (i) That an Offer to Purchase, duly executed by Frank Mulas Construction Ltd. (Frank Mulas, President) on 1997 March 5 and scheduled to close on or before 1997 October 8, for the lands composed of part of Lot 19, Concession 6, in the geographic Township of Barton, now in The City of Hamilton, designated as Part 5 on Plan RB-H-567 Surveys, containing an area of 2.8 square metres (30.14 square feet) more or less, subject to a watermain easement in favour of the Regional Municipality of Hamilton-Wentworth over Part 5 on Plan RB-H-567 Surveys, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $3,500 be credited to Account Number CH 4X501 00107 (Reserve for Unsubdivided Lands); and,

(ii) That the required deposit cheque in the amount of $350 be held by the City Treasurer pending Council approval; and,

(iii) That it be understood and agreed that the Offer to Purchase be conditional on the following:

(1) The Vendor consents to the Purchaser, at their sole expense, including the subject property in an application for the rezoning of the abutting lands at 1126 Garth Street, Hamilton, from "A" (Agricultural) District to RT-20 (Townhouse -Maisonette) District and an amendment of the Gilbert Neighbourhood Plan for the City of Hamilton for the subject property from Low Density Apartments to "Attached Housing". The Vendor agrees to sign the requisite documents for such applications and to do all things reasonably necessary in support of them;

(2) Each of the following events taking place prior to the closing date:

(a) a City by-law being approved and passed to rezone the subject lands from "AA" (Agricultural) District to RT-20 (Townhouse-Maisonette) District in accordance with the requirements of the Planning Act, R.S.O., 1990;

(b) a period of at least thirty (30) days elapsing since the passage of the by-law within which time period no appeal has been launched at the OMB pursuant to the provisions of the Planning Act and the by-law and consent have therefore become final and binding;

(c) the City amending the Gilbert Neighbourhood Plan for the subject lands from "Low Density Apartment" to "Attached Housing";

(3) If the required zoning or neighbourhood plan amendment set out in 2(a), (b) and (c) above have not been completed by the date of closing set out in this Offer to Purchase, then this Offer shall be null and void and the deposit shall be returned by the Vendor to the Purchaser without interest and the Vendor shall not be liable for any damages or costs;

(4) As the above noted conditions are for the benefit of the Purchaser, the Purchaser may at any time prior to the closing date, at its option, by written notice to the City, waive the benefits of these conditions;

(5) It is also understood that:

The closing of this Offer to Purchase is subject to The Regional Municipality of Hamilton-Wentworth accepting and completing an Offer to Purchase executed by Frank Mulas Construction Ltd. for the purchase of the Regional lands being designated as Part 1 and 2 on Plan RB-H-567 Surveys. Said Part 2, Plan RB-H-567 Surveys is being sold subject to an easement to be granted in favour of the Regional Municipality of Hamilton-Wentworth. The Regional Offer to Purchase is to be accepted by Regional Council and both properties are to close on the same day;

In the event condition 5 is not met then this Offer to Purchase shall be null and void and the deposit cheque returned to the Purchaser without penalty or interest;

(iv) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(v) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given to the public of the intended sale;

(2) no appraisal of fair market value of the real property being sold was obtained as 0.3 metre reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $3,500 be derived from the sale of the subject 0.3 metre reserve be credited to Account Number CH 4X501 00107 (Reserve for Unsubdivided Lands).

BACKGROUND:

In compliance with the Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee:

(a) Council in approving recommendation (a) of this report, has declared the subject 0.3 metre reserve surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, satisfactory notice has been given to the public of the intended sale of the subject 0.3 metre reserve.

(c) no appraisal of fair market value of the real property being sold was obtained as 0.3 metre reserves are exempt from appraisal requirements of Section 193 of the Municipal Act.

The subject .03 metre reserve along Bonaventure Drive forms part of the property known municipally as 1126 Garth Street, Hamilton, which also is being sold to the Purchaser, Frank Mulas Construction Ltd. by the Regional Municipality of Hamilton-Wentworth, as a multi-residential development site.

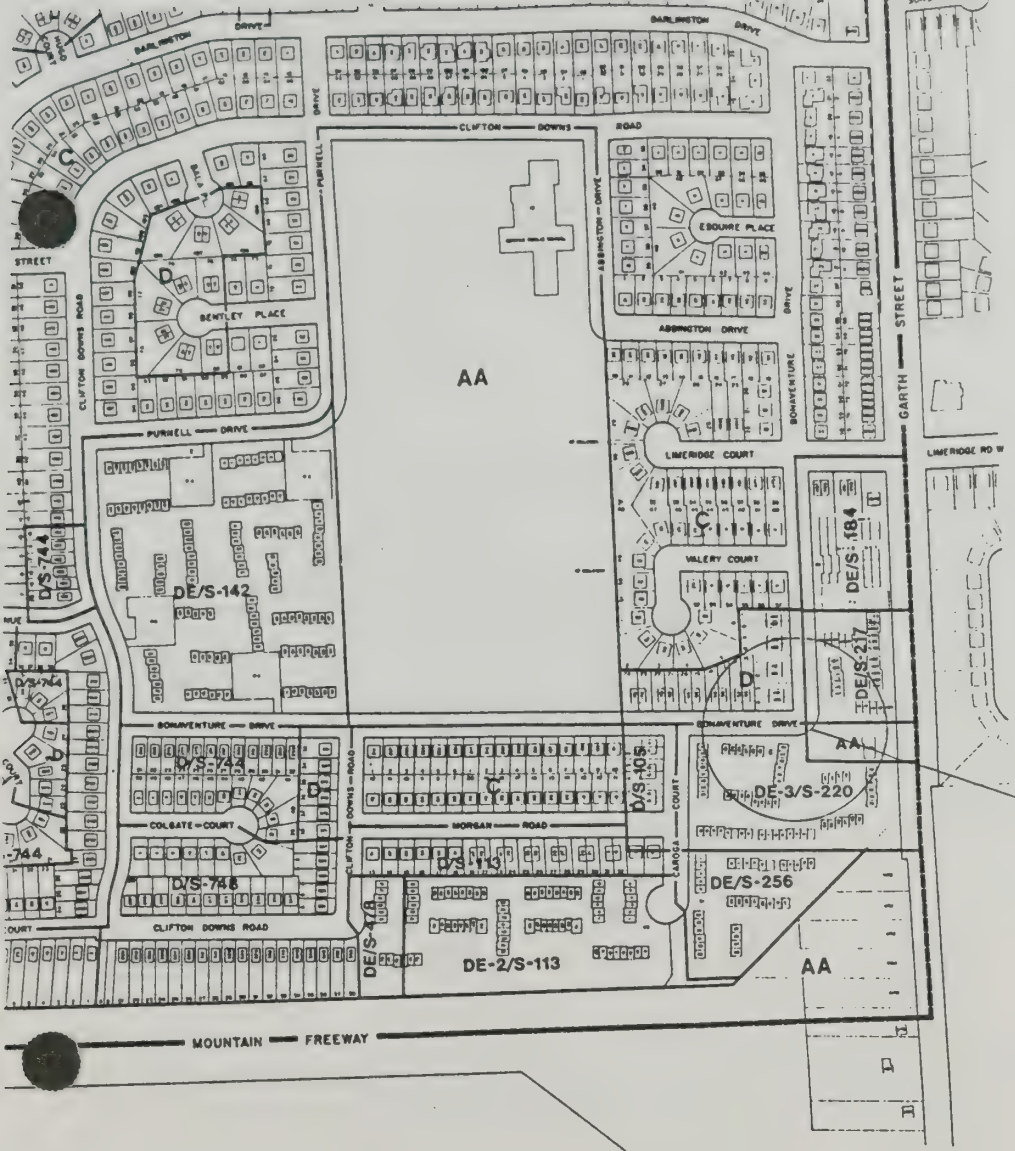
However, due to the proximity of the 1126 Garth Street property to the Red Hill Creek Expressway on ramp, no access can be gained from Garth Street and the only access to the property is via Bonaventure Drive.

Subsequently, in order for the development of the Garth Street property to take place the Purchaser requires ownership of the subject 0.3 metre reserve for access purposes.

Therefore, we respectfully recommend the acceptance of the Offer to Purchase (subject to the conditions previously noted), executed by Frank Mulas Construction Ltd. for $3,500, which represents the outstanding servicing costs associated with this 0.3 metre reserve.

KN/dcr

c.c. P. Noé Johnson, City Solicitor
Attention: J. Lessing
A. Ross, Treasurer
K. M. Lau, Manager of Surveys, Roads Division
E. M. Gill, P. Eng., Senior Director, Roads Division
Attention: M. Inrig
R. C. Roszell, Commissioner and Corporate Counsel, Legal Services Department
Attention: P. Ryan



134	133	17
46	49	116
57	50	53

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

GILBERT

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO 7102

PAGE NO 49

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 21st

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	*From*	*Subject*	*Date Distributed*
February 25	Commissioner of Public Works and Traffic	"Keep Hamilton Blooming" 1997 Floral Sponsorship Program	1997 March 6
March 18	Commissioner of Public Works and Traffic	Noise Control Section Efficiencies	1997 March 18
March 21	Commissioner of Public Works and Traffic	Tree Removal/Queen Street Hill Mountain Access	1997 March 21
April	Ontario Good Roads Association	Bulletin	1997 April 11
1997 April 7	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 April 4	1997 April 15

Kevin C. Christenson, Secretary
1997 April 21

URBAN\MUNICIPAL
CA4 ON HBL A05
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1997

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

NOTICE OF MEETING

URBAN MUNICIPAL
MAY 5 1997
GOVERNMENT DOCUMENTS

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 May 5
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION:** (9:30 o'clock a.m.)

   By-law to stop-up, close and sell that portion of Rosslyn Avenue from Main Street East to King Street East

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

   (i) Downtown Hamilton Improvement Plan - Sidewalk Reconstruction

   (ii) Downtown Hamilton Improvement Plan - Lighting Contract

   (iii) Downtown Hamilton Improvement Plan - Parking Initiatives (Information Report)

   (b) **CITY ENGINEER**

   (i) Twin Oaks Environmental Inc.
   Application for a Provisional Certificate Approval No. A650135 for a Waste Disposal Site (Processing/Transfer) at No. 464 Rennie Street, Hamilton

(ii) Earthsong

(iii) Collapse of Retaining Wall Beside South Limit of Jackson Street West and at Rear of Nos. 2 and 6 Wesanford Place

4. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

Offer to Purchase (Highway Closure)
Rosslyn Avenue South - Loblaws Inc.

5. **OTHER BUSINESS**

Commissioner of Public Works and Traffic
Mud Tracking (Information Report to Follow)

6. **ADJOURNMENT**

Transport and Environment Committee
Outstanding Items

No.	Items	Original Date	Action	Status
1.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
2.	Transfer of responsibilities from the Region to the City respecting services provided to the City through the Transport and Environment Committee	1996 April 1	Commissioner of Public Works and Traffic	Report Back
3.	Just Desserts - No. 1400 Upper James Street - Outdoor Patio	1996 June 17	Roads Department Staff	Report Back
4.	Installation of Bus Shelters in Gore Park following the installation of the Gore Park Fountain	1996 June 17	Commissioner of Traffic and Environmental Services	Report Back
5.	2:00 a.m. Parking Regulation	1996 August 19	Commissioner of Public Works and Traffic	Report Back
6.	Traffic Regulations - Eastbound Traffic on Bartonville Court be required to stop for northbound and southbound traffic on Garside Avenue South	1996 Nov. 4	Commissioner of Public Works and Traffic	Ald. Wilson for petition
7.	Financial Implication - Moving traffic violation fines to be transferred to the Municipality by the Province of Ontario	1997 January 20	Commissioner of Public Works and Traffic	Update the Committee of New Developments
8.	Intersection of Chesley Street and Chester Avenue - Intersection Control	1997 January 20	Alderman F. D'Amico	Delegation to appear
9.	Proposed Road Closure: Angela Avenue from Scenic Drive Westerly	1997 March	Commissioner of Public Works and Traffic	Tabled until after the comments of the Niagara Escarpment Commission are received

Kevin C. Christenson, Secretary
April 21st, 1997

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 24
S610-03 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Doug Lobo
Commissioner of Public Works and Traffic

SUBJECT:

By-Law to stop-up, close and sell that portion of Rosslyn Avenue from Main Street East to King Street East. (R-97-30)

RECOMMENDATION:

That the appropriate by-law prepared to the satisfaction of the City Solicitor to stop-up, close and sell the subject land being described as that portion of Rosslyn Avenue from Main Street East to King Street East designated as Parts 1, 2, 3 and 4, on Plan 62R-14097 be forwarded to City Council for enactment.

D. Lobo
Commissioner
Public Works and Traffic

for E.M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds derived from the sale of the above mentioned City Lands, $74,280.00 be credited to Account Number CH4X501-00102 (Reserve for Property Purchases/Sales) and $30,000.00 to be credited to Account Number CH59006-75910 (Recovery/External Work Done for Others).

(cont'd pg 2)

BACKGROUND:

The City Council at its meeting 1997 April 8, adopted the resolution to stop-up, close and sell a portion of Rosslyn Avenue from Main Street East to King Street East designated as Parts 1, 2, 3 and 4 on Plan 62R-14097.

This has been advertised for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received for the subject property. Therefore, it is necessary to pass this By-Law in order to complete this sale.

sk:GM/KML
Encls.

cc/F. Angelici, Planning Department
cc/M. Watson, Property Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-

TO STOP-UP, CLOSE AND SELL THAT PORTION OF ROSSLYN AVENUE FROM MAIN STREET EAST TO KING STREET EAST DESIGNATED AS PARTS 1, 2, 3 AND 4 ON PLAN 62R-14097

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting a resolution at its' meeting on 1997 April 8 authorized the City to stop-up, close and sell that portion of Rosslyn Avenue from Main Street East to King Street East designated as Parts 1, 2, 3 and 4 on Plan 62R-14097.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. To stop-up, close and sell that portion of Rosslyn Avenue lying between Main Street East and King Street East designated as Parts 1, 2, 3 and 4 on Plan 62R-14097.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Are hereby authorized.

2. That the closed portion of Rosslyn Avenue being Parts 1, 2, 3 and 4 on Plan 62R-14097 be sold to the abutting owner on the east side for a sum of $104,280.00.

3. That an easement over part of said Rosslyn Avenue designated as Part 3 on Plan 62R-14097 be granted to the Hamilton Hydro Electric System.

4. That an easement over part of said Rosslyn Avenue designated as Part 2 on Plan 62R-14097 be granted to the Regional Municipality of Hamilton-Wentworth.

(cont'd pg 2)

5. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this day of A.D. 1997

City Clerk Mayor

3(a)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 29

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Downtown Hamilton Improvement Plan**
Sidewalk Reconstruction

RECOMMENDATION:

That the Commissioner of Public Works and Traffic be directed to implement the reconstruction of the City sidewalks on the south side of King Street from James Street to Mary Street in accordance with the attached Appendix "A".

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the reconstruction of the sidewalks will be funded from the approved Downtown Hamilton Improvement Plan 1997 capital budget of $2,546,000. The preliminary estimate for sidewalk reconstruction for both sides of King Street from James to Mary is $582,000.

The detailed cost for the south side is unavailable at this time and will be forwarded to the Transport and Environment Committee for consideration upon the closing of tender and recommendation for award of construction contract, at a subsequent meeting.

From a staffing perspective, the project design and implementation team has representatives from virtually all City and Regional departments. This multi-disciplinary team approach is essential to the successful facilitation of the diverse issues and tasks associated with this project.

BACKGROUND:

At its meeting held on March 18, 1997 City Council approved the concept proposal and capital funding for Phase I of the Downtown Hamilton Improvement Plan.

One of the more significant elements in the plan is the reconstruction of the City sidewalks. This component of the project is planned for undertaking in two phases with the south sidewalks tentatively scheduled for replacement commencing June 2, 1997 and finishing by mid July.

The north side walkways will be reconstructed late summer of 1997 in accordance with the successes of the first phase, through a subsequent reporting to the Transport and Environment Committee.

Working within the existing curb lines the interlocking paver surface will be removed and replaced with poured concrete incorporating urban braille, floral islands and functional arrangements of site furniture. Higher maintenance standards are achievable, by design.

Approval of the recommendation in this report formalizes the detailed plan Appendix "A" for these new walks facilitating implementation upon the subsequent award of construction contract. The following is a summary by major category of the features, plan details and issues associated with this work.

Sidewalk Details

- Maintain existing curb lines, replacing any damaged curbs and provide highest standard wheelchair ramps at all intersections.
  *note: curbline amendments at two locations including in front of the Howard Johnson "Connaught" Hotel, being a one metre sidewalk widening and at the Ramada Inn a curb realignment. Both hotels are in favour of these amendments.

- Use traditional poured concrete in the natural light colour and provide proper drainage, safe pedestrian friendly textures, improve level of maintenance ie. sweep, wash, clear snow, pick-up litter.

- Arrange site elements such as benches, litter containers in groupings.

Incorporate Design Criteria for Urban Braille Including:

- A two metre wide unobstructed main clear pathway

- Provide alternate clear routes minimum of 1.5 metres, wherever possible around major obstructions such as outdoor cafes.

- All obstructions such as site furnishings, hydrants, trees, flower beds to be outside of the clear zones.
- Use the lightest colour concrete for the main walk and highlight seating areas containing majority of obstructions, with darker contrasting colour.
- Delineate an inner and outer shoreline or border for the clear pathway using a textured dark charcoal boundary 10" (.25 m) wide.
- Delineate decision nodes/features with textured, charcoal pattern.
- Provide street name plates within the sidewalk at intersections.
- Do a "test pour" with the Pathway Committee.

Floral Beds

- Create substantial plantings at key areas such as corners, seating nodes.
- Remove existing "tub" planters and install rolled curb style beds within the sidewalks.
- Install irrigation systems wherever possible and hide the irrigation controllers from view.
- Plant bold displays of annuals for colour and show.
- Use the flower beds in "off seasons" for other seasonal displays (each bed has hydro).

Tree Preservation

- Existing trees must be preserved.
- Some existing trees are too small and are poorly located and will be transplanted to other park settings, then replaced by larger 6" (.15 m) caliper trees.
- Use a 6 foot (1.8 m) oversize tree pit to accommodate existing and new trees.
- Install suspended tree grate system for air and water movement and blend the tree grates with the sidewalk treatment, with custom made surface pavers using the same concrete as the sidewalks.
- Reduce construction stress on existing trees ahead of the sidewalk work with remedial trimming, removal of deadwood, ingrown wires and deformities.

- When an existing tree does not match the planned sidewalk configuration, then have this plant exist "offset" in the surface tree pit such that any future replant ties in exactly with the plan.

Tree Removal

- It is inevitable that the sidewalk reconstruction project is the "best ever" time to remove trees that really should be removed.

- There are four trees which would be removed, regardless of sidewalk work. They are not healthy nor safe.

- There are four additional trees that are recommended for removal and replacement because they are very poor performers and could be replaced by large caliper trees that help reinforce the objectives of our walkway system.

- Fortunately none of these individuals are the larger size trees which can be found downtown and most are no larger than the new trees which will be planted to replace them.

- Any tree which is slated for removal has been documented as to exactly why. A photographic record will be kept and will be available for review at, and subsequent to the meetings of the Transport and Environment Committee.

Proposed Construction Schedule

South Side of King Street East - from James Street to Mary Street

Section A: James Street to Hughson Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- other infrastructure replacements being reviewed for co-ordination with tender
    - watermain replacement, services, valves and hydrants
    - sewer services to be investigated

When
- construction start date: approximately June 2
- duration: 3 to 4 weeks

Section B: Hughson Street to John Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- other infrastructure replacements being reviewed for co-ordination with tender
  - paving stone replacement with concrete pavement on Hughson
  - new watermain cross connection on John Street
  - sewer services to be investigated

When
- construction start date: approximately June 2
- duration: 2 to 3 weeks

Section C: John Street to Catharine Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- curb re-alignment (ie. widening of the sidewalk)
- other infrastructure replacements being reviewed for co-ordination with tender
  - watermain replacement, services, valves and hydrants
  - sewer services to be investigated

When
- construction start date: approximately June 16
- duration: 3 to 4 weeks

Section D: Catharine Street to Mary Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- curb re-alignment at lay-by at Catharine Street (ie. widening of the sidewalk)
- other infrastructure replacements being reviewed for co-ordination with tender
  - watermain improvements, services, valves and hydrants
  - sewer services to be investigated

When
- construction start date: approximately June 16
- duration: 2 to 3 weeks

North Side of King Street East - From James Street to Mary Street

Section E: James Street to Mary Street

Scope
- sidewalk improvements including wheel chair ramp improvements where necessary
- decorative lighting installations*
- irrigation, planting bed preparation
- other infrastructure replacements being reviewed for co-ordination with tender
  - watermain replacement and/or improvements, services, valves and hydrants
  - sewer services to be investigated

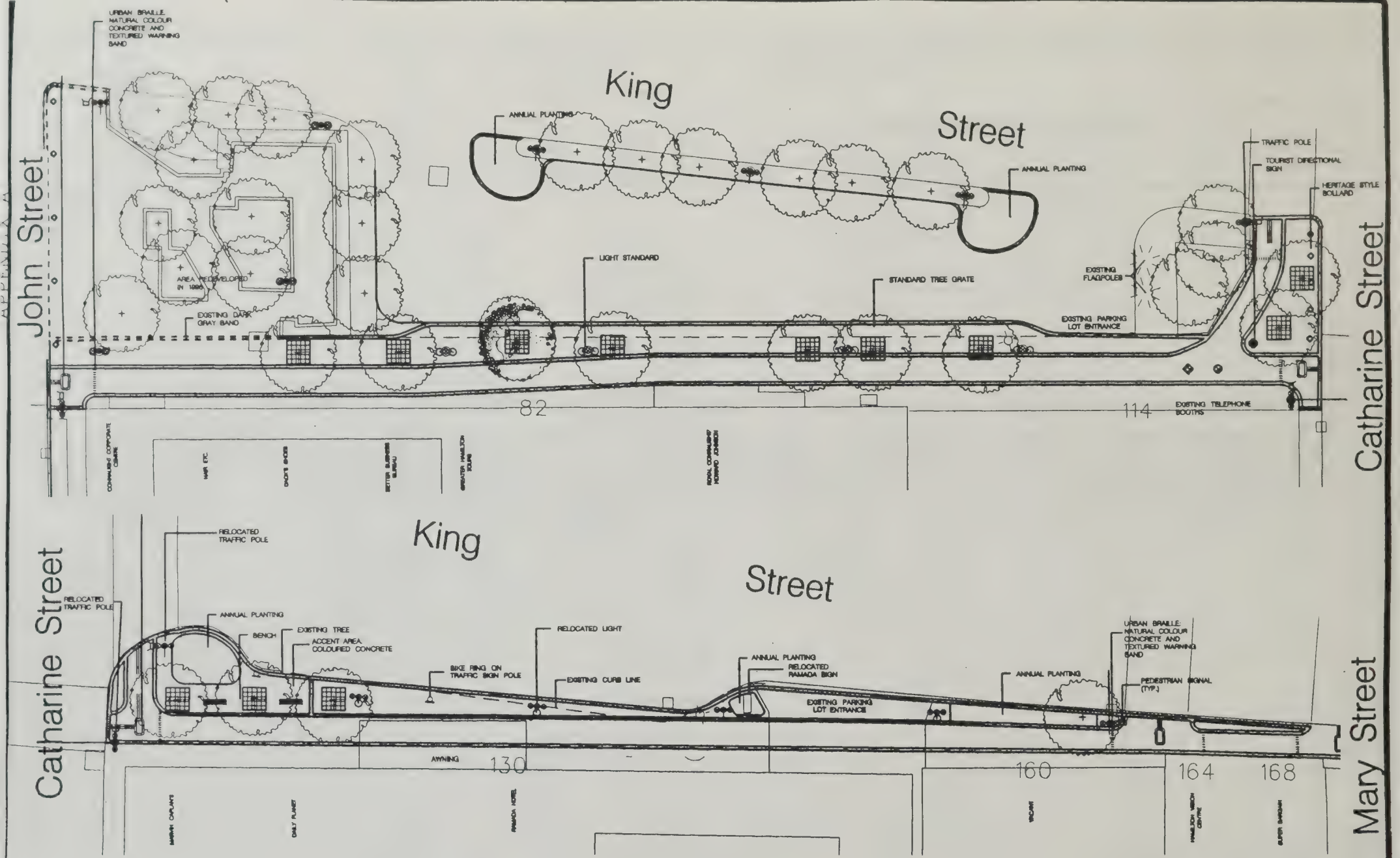
When
- construction start date: approximately August 18, subject to comments from the City of Hamilton and Area Businesses
- duration: 5 weeks

NOTE: At present, Union Gas and Hamilton Hydro have notified us that they have proposed works to be done in this area (both south and north sides). Additional utility co-ordination is ongoing.

* decorative lighting pole and fixture installation subject to delivery schedule.

CFE/rb
attach.

c.c. Mayor R. Morrow
c.c. All Members of Council
c.c. Management Team
c.c. Downtown Improvement Plan Project Team



City of HAMILTON

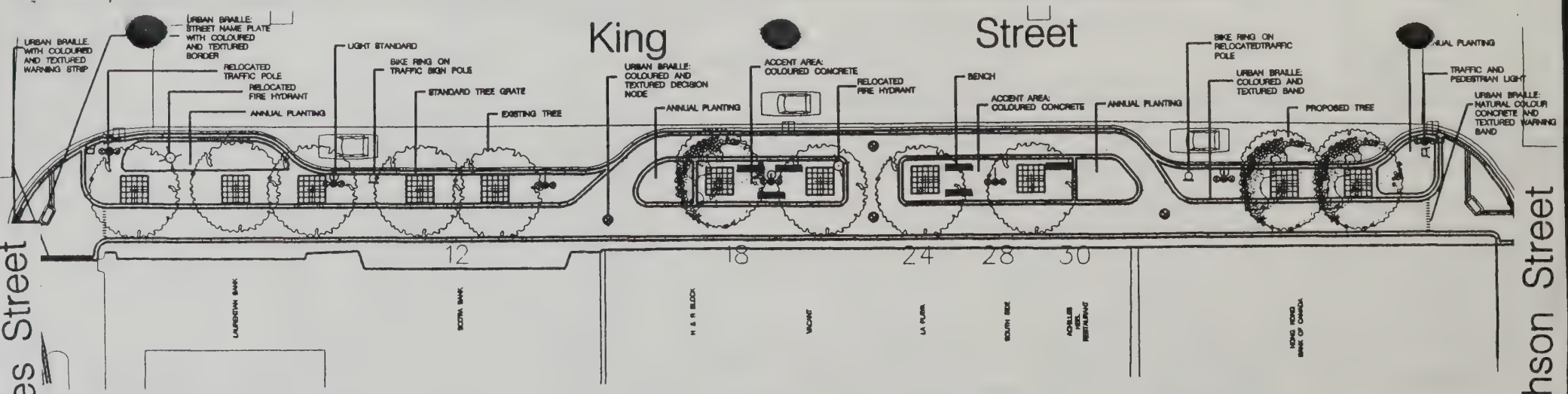
Project "Restore The Core"
Downtown Hamilton Improvement Plan (Phase 1)

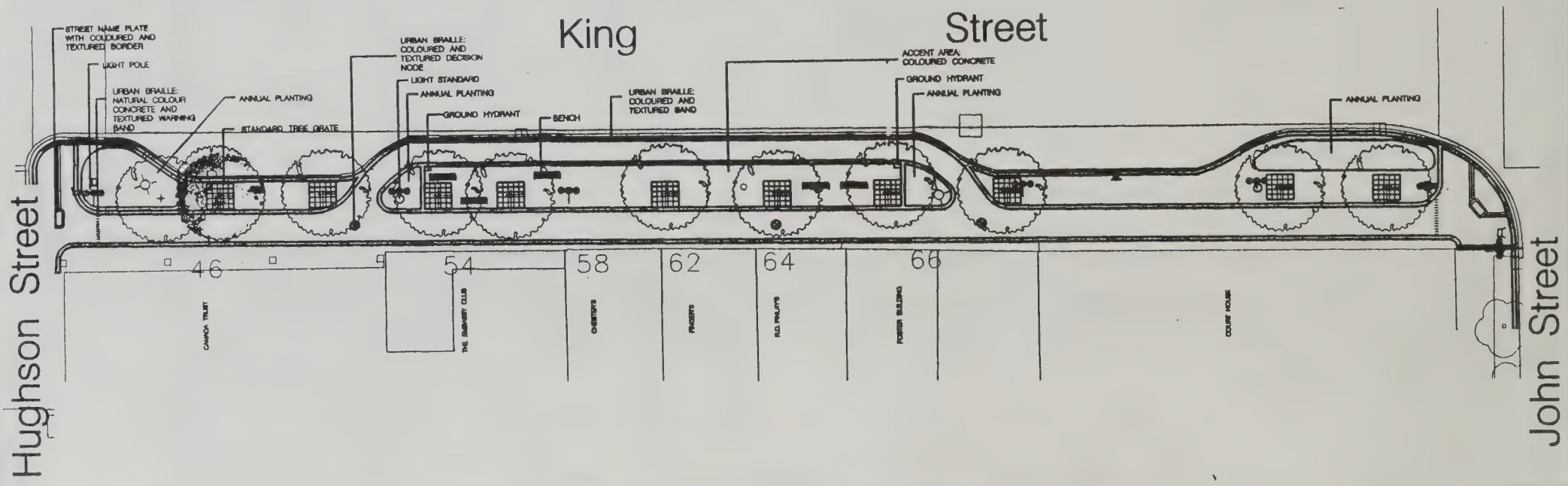
Title
PROPOSED LAYOUT -
JOHN TO MARY, SOUTH LEG OF KING ST.

Date April 29, 1997

Scale 1:400

Dwg. No.
2/2





City of HAMILTON

Project "Restore The Core"

Downtown Hamilton Improvement Plan (Phase 1)

Title

PROPOSED LAYOUT-
JAMES TO JOHN, SOUTH LEG OF KING ST.

Date April 29, 1997

Scale 1:400

Dwg. No. 1/2

3(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 29

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo, Commissioner
Department of Public Works & Traffic

SUBJECT: Downtown Hamilton Improvement Plan - Phase I
Supply of Light Fixtures and Poles

RECOMMENDATION:

a) That a purchase order be issued to the successful bidder for the supply and delivery of light fixtures, light poles and bollards for the redevelopment of King Street East between James Street and Mary Street being the lowest acceptable tender received in accordance with specifications C16-18-97 issued by the Purchasing Division and Vendor's tender, and be financed from Capital Funds Account No. CF 5200 609755033.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

On 1997 March 18, City Council approved a Capital Budget of $2.546 million, which was placed in Capital Funds Account No. CF 5200 609755033 for Phase I of the Downtown Hamilton Improvement Plan. This budget included the Gore Heritage 2000 Project, King Street East Improvements, wall murals, site furnishings and special events. In concert with this Capital Budget, City Council approved an annual increase of $17,000. to the Current Budget for increased operating costs.

The tender for the Supply and Delivery of Light Fixtures, Poles and Bollards for King Street East - Phase I, reference C16-18-97, will close on 1997 May 02. In order to facilitate the schedule for fabricating the lights and poles, and for their installation, this Recommendation Report is brought forward to the Transport and Environment Committee at this time to provide members with sufficient time to consider the proposed lighting system prior to award of contract.

...../2

A detailed spreadsheet and analysis of the tender results, will be presented to the Transport and Environment Committee on 1997 May 05 recommending the award of contract to a specific vendor for a specific amount for the consideration of the Committee.

The new street lighting system, which will provide up to a 25% light increase, will result in an annual increase of $4,450. for extra operating and maintenance costs. The amount will be financed from the approved increase to the Current Budget.

There are no staffing implications.

There are no legal implications.

BACKGROUND:

On 1997 March 18, City Council approved the Downtown Hamilton Improvement Plan, a five phase plan to improve various streets, alleys, building facades and provide special events in the downtown core. A Capital Budget of $2.546 million was also approved at that time for Phase I of the plan. The significant amount of this budget is for improvements to the sidewalks, lighting, signage and street furniture on King Street East from Mary Street to James Street.

A primary goal of the plan is to improve the lighting. Two sketches of the proposed light fixture and pole are attached as Schedule 'A'.

The proposed lights and poles will have a distinctive heritage appearance to reflect the image of the project. The pedestrian scale poles will also be used to display decorative banners, signs and hanging flower baskets. The metal halide white light will provide a brighter and cleaner appearance with more illumination than presently exists in the downtown. The attractive acorn shaped light fixture, with cut off reflective optical system, will greatly reduce the glare generated by the present lights. The new system will make the downtown inviting and pedestrians will feel more comfortable and secure.

The acorn light fixture (luminaire) not only reinforces the heritage theme, but has been used successfully on other recent street improvement projects. These include Ferguson Avenue North, Stuart Street, and Sheaffe Street. Staff are pleased with the quality and performance of this fixture. The optical system is a cut-off segmented reflector which will reduce disability glare and light trespass. The mounting bracket and slip fitter have elements that are found in the Gore Park fountain.

The pole is steel with a round tapered fluted shaft. The base cover is cast aluminium and is custom designed to include details from the Gore Park fountain. Cast aluminum is recommended over cast iron for its resistance to corrosion from road salt. This cover will

...../3

provide a measure of protection to the steel pole, as well as create a distinctive appearance for Hamilton. The anchor base plates for the poles will be custom designed to fit onto the existing concrete foundations. The finish of the light fixtures and poles will be a textured black polyester powdercoat with gold accent trim on the light fixture and base cover.

The proposed light source is 200W energy master metal halide. This lamp will provide an increase in light levels of up to 25% over existing levels and a significant improvement in light clarity and colour quality over the existing high pressure sodium lamps. The metal halide lamp provides a white light that renders colour more true than the yellow high pressure sodium. On a scale of 100, the metal halide colour rendering index is 70 compared to 22 for high pressure sodium. In documented studies, this white light is preferred by people, provides better colour rendering of the streetscape and storefront displays, provides improved night time vision and improves security. This lamp will result in an increase of $4,450. to the annual operating cost, however, given the benefits, it is a most cost effective method.

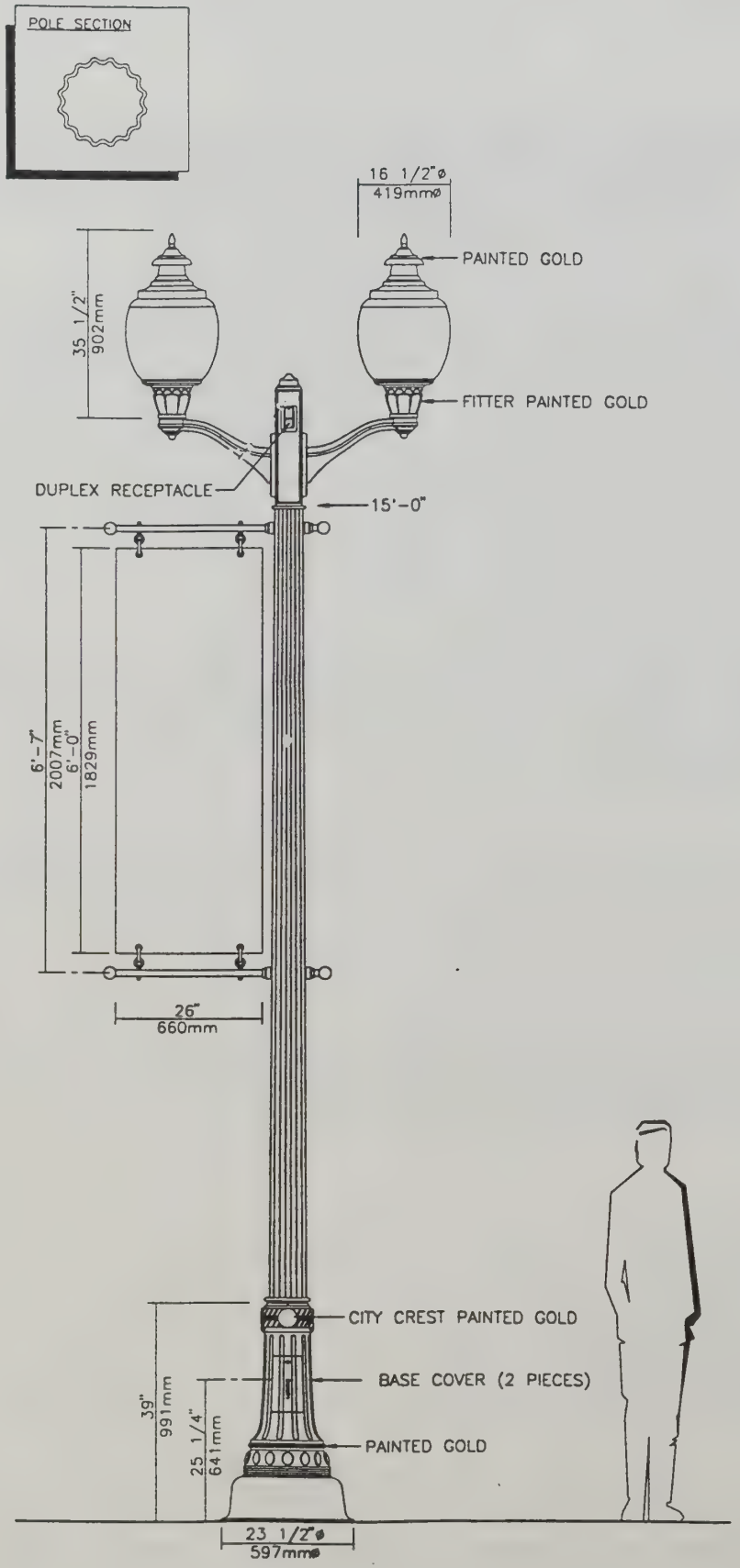
The light fixtures will be produced in several configurations. Along King St. E. two lights will be mounted on a 15 ft. pole with either a banner or a hanging flower basket. In Gore Park and in front of the Royal Connaught Hotel, one or two lights will be mounted on a 12½ ft. pole which will have two hanging flower baskets.

Another aspect of the downtown improvement plan is the replacement of the existing traffic poles on King St. E. to match the heritage style of the light poles. The design of this traffic pole is shown on Schedule B attached to this report. These poles have been included in our tender as an optional item. These traffic poles are Regional infrastructure and not included in the downtown project at this time.

Discussions on replacing these traffic poles are taking place with Regional staff such that they may evaluate the potential to replace the poles to conform to the design of the downtown and address this issue through their Committee and Council process.

LS:bg
Attchs.

c.c. Mayor R. Morrow
c.c. All Members of Council
c.c. Management Team
c.c. Downtown Improvement Plan Project Team

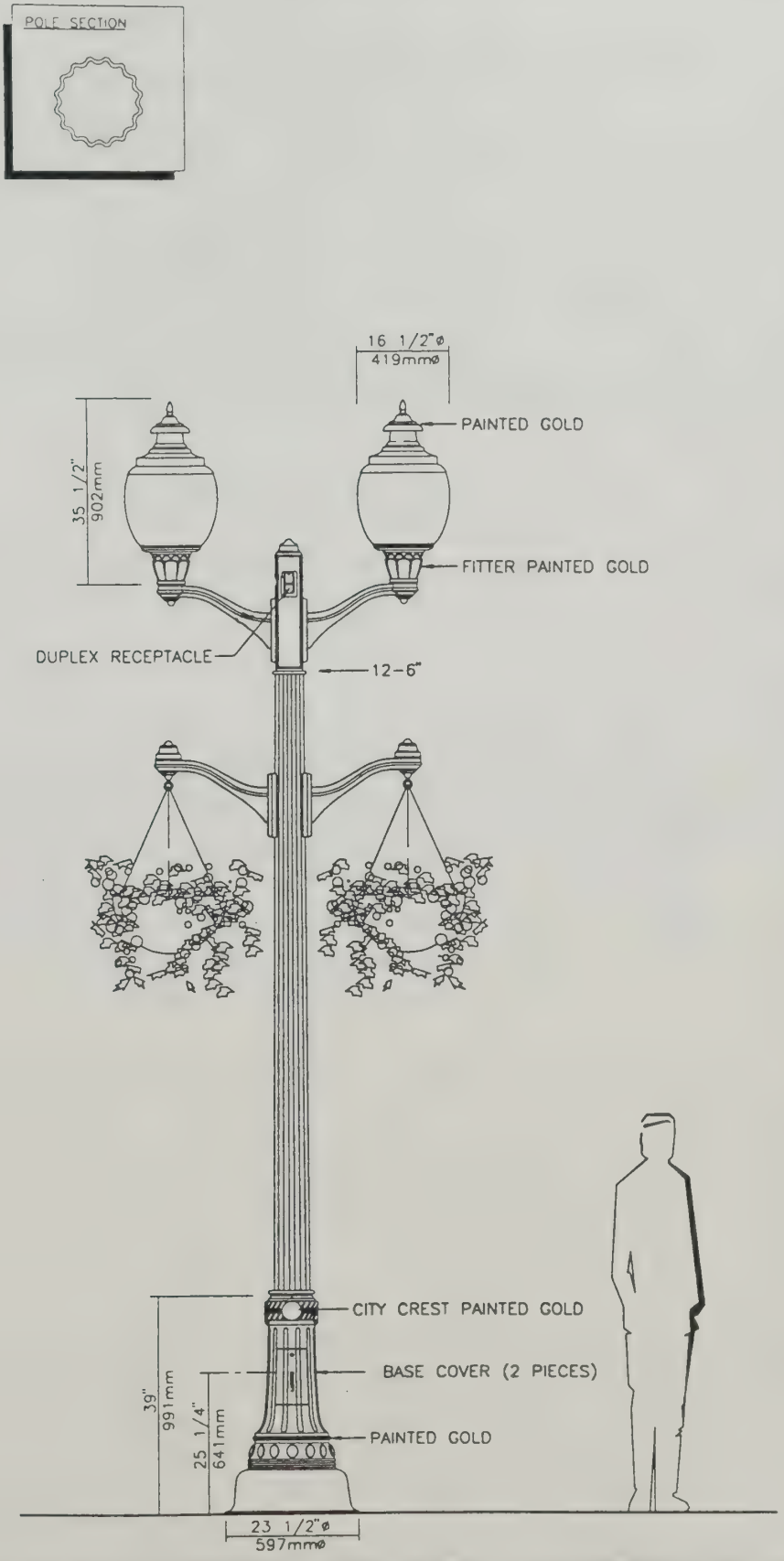


City of HAMILTON
Department of Public Works & Traffic
Parks Division

Project
KING STREET EAST
James Street to Mary Street
Contract no. RHW-97-38-HW

Title
LIGHT POLE - Type LP1

Date Apr. 25, 1997
Scale N.T.S.
Dwg. No. **PD-1**



Department of Public Works & Traffic
Parks Division

Project

KING STREET EAST
James Street to Mary Street
Contract no. RHW-97-38-HW

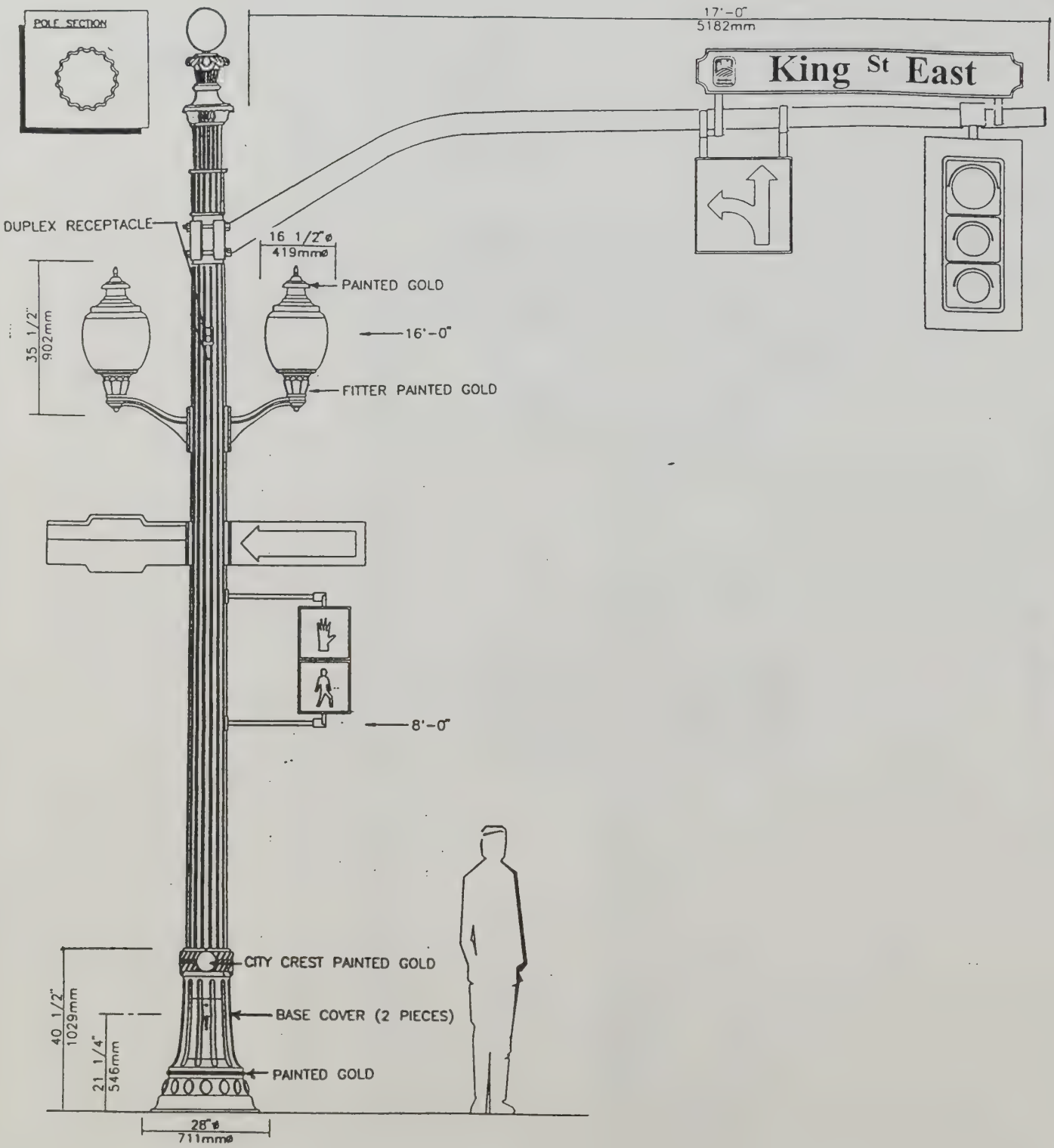
Title

LIGHT POLE - Type LP3

Date Apr. 25, 1997

Scale N.T.S.

Dwg. No. **PD-3**



City of HAMILTON
Department of Public Works & Traffic
Parks Division

Project
KING STREET EAST
James Street to Mary Street
Contract no. RHW-97-38-HW

Title
TRAFFIC POLE - Type TP1

Date Apr. 25, 1997
Scale N.T.S.
Dwg. No. **PD-5**

3(a)(iii)

CITY OF HAMILTON

- INFORMATION -

DATE: 1997 April 24
File No: TEC-090-97 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Downtown Hamilton Improvement Plan - Parking Initiatives

BACKGROUND:

The Downtown Hamilton Improvement Plan is a City Council approved initiative to create a revitalized Downtown. One critical component is the issue of parking availability. The Downtown Hamilton and International Village B.I.A.'s, as well as the Farmer's Market, major retailers and the general public have requested more convenient parking in the Downtown core.

Staff is currently investigating various parking initiatives, in conjunction with the Hamilton Parking Authority, which will compliment the vision for a pedestrian active and pedestrian friendly Downtown, and which will minimize the effects on traffic flow.

This review is currently at the stage of investigation and consultation and staff intends to report to a future Committee meeting with comprehensive recommendations for parking changes in the entire Downtown core. This comprehensive approach to addressing parking in the Downtown is required, and through the Downtown Transportation Plan Study, coordination between the Parking Authority, Regional Roads and City Streets can be achieved.

Current investigations include:

- reviewing every curb face in the Downtown in order to identify areas where additional on-street parking could be permitted.

- reviewing all alleys in the Downtown for potential loading areas in order to maximize the use of curb space for parking.

- liaising with the affected B.I.A.'s to determine the required durations of parking to be allowed for new and existing on-street parking, e.g. metered parking, one or two hour time limit parking.

Material will be processed immediately. The duration of material stored will be dependent on volumes, however the proponent is specifically requesting three months storage time for non-contaminated recyclable material in the bunkers. Nonetheless, the proponent realistically anticipates accumulating sufficient amounts of recyclable material to receive, process and deliver the final product to its destination much sooner than the requested three months.

For the residual waste, including the stored liquid food waste, the proponent is requesting storage time of two weeks, however the sheer volumes of residual waste will equate to a residence time of approximately 12 to 24 hours. The two week storage time is being asked for to make provisions in case of mechanical malfunctions. The City acknowledges the proponent's basis for the two week storage time request, nevertheless, potential odour and dust impacts have illicit concern and, subsequently, the City prefers a shorter storage time for residual waste exclusively.

The total residual waste transported for disposal shall not exceed two hundred tonnes per day.

Temporary storage will consider prevention of dragout, dust and cross contamination. Any open piles will be indoors and segregated. Moreover, processed products will be temporarily stored in indoor designated product bunkers, or within tractor trailers prior to being sent to market or disposal. The latter scenario will have the waste offsite within 12 to 24 hours.

The proponent is requesting approval to operate the facility 24 hours per day, 7 days a week, and be permitted to receive waste from the private and public sectors, and from commercial, institutional, and industrial sources from within the province of Ontario.

City and Regional Departments' Comments

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from pertinent City and Regional Departments were requested to review the background documentation provided by Twin Oaks Environmental Ltd. and the MOEE, and subsequently submit any comments or concerns respecting the proposed facility. Requests for comments were made to Traffic, Fire, Industrial Waste, Field Services, Local Planning, Regional Strategic Planning, Environmental Health Services, Building and Noise Control of Public Works.

On behalf of the City, Regional Environment staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in the proponent's proposal.

It was determined by the staff departments that the proposal would not compromise any relevant City waste management initiatives. The indoor operations will not have any impact, or discharge any effluent, into the sewer system. However, concern was expressed regarding the potential for a spill of liquid food waste to a catch basin located in front of the building when the underground holding tank is emptied, through a pumping process, into a tanker vehicle. Therefore, the City recommends that proper spill prevention and containment measures be implemented during the aforementioned removal procedure.

The proposed site is located in an industrial area, hence will not conflict with City's Official Plan or zoning by-law.

The Fire Department reviewed the application and had no objections to the site at the location or specific requirements at this time.

The facility has been evaluated in terms of potential air quality water, noise and visual impacts and no negative impacts currently exist, or are expected to materialize, as a result of the proponent's proposed activities. Concerns regarding the proponent's two week storage request for residual waste, and related potential odour implications, has compelled staff to recommend the MOEE consider further reducing the storage time for residual wastes.

The environmental and economic benefits are quite significant in terms of waste reduction, product recycling, and short and long-term economic spin-offs. The operation will have 8 full time and 4 part time labour employees. Furthermore, the location has become derelict, and Twin Oaks has made the commitment to purchase the property, renovate and occupy the building for the long-term. Therefore, the proponent is making a positive contribution in minimizing the number of abandoned buildings within the city and using the location for productive purposes. Twin Oaks' property revitalization efforts coincide with the Economic Development department's strategy to clean-up and promote the numerous "brownfields" for industrial and commercial use.

The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

3(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 30
M. Preston T103-23 (5)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Earthsong (R-97-23)

RECOMMENDATION:

That the application of Hamilton-Wentworth Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue, Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles, and to allow one way access to the parking area at Kay Drage Park from Macklin Street and one way exit from Kay Drage Park from Longwood Road, from 1997 Saturday June 28 at 11:00 am to 1997 Tuesday July 1 at 12:00 midnight, to hold the annual Earthsong Festival, be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his designate be received and that such permits or authorizations as may be required by the Chief of Police or his designate be obtained;

ii) That the applicant provide proof of $2,000,000. public liability insurance naming the Region and the City of Hamilton as an added insured party, with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his designate;

Cont'd...

iv) That "Temporary Road Closure" signs be installed in advance by the Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic at the expense of the applicant;

v) That all barricading be supplied by and at the expense of the applicant;

vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads to the satisfaction of the Commissioner of Transportation and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs of traffic control by the Regional Police, estimated at $14,144 will be drawn from the Region's account for special events. The costs of signing the road closures, estimated at $2,372 will be at the expense of the applicant.

BACKGROUND:

A request has been received from Hamilton-Wentworth Creative Arts Inc. to temporarily close Longwood Road North, Paradise Road North and Bond Street North from King Street West to Princess Point, and the cross streets between Longwood Road and Paradise Road including Glen Road, Dufferin Street, Edgevale Road, Roanoke Road, Norwood Road, Franklin Avenue,

Cont'd...

1997 April 25

Cont'd...

Kenmore Road, Dorset Place, Freeland Court and Desjardins Court, to all but pass holders, residents of the closure area and emergency vehicles from 1997 Saturday June 28 at 11:00 am to 1997 Tuesday July 1 at 12:00 midnight, to hold the annual Earthsong Festival. The applicant also proposes to make Macklin Street one way in to the parking area at Kay Drage Park and Longwood Road one way out of the parking area for the duration of the festival.

Regional Police Services will incur costs of $14,144 to provide 6 officers and 1 sergeant for traffic control for this event. This amount will be drawn from the Region's account for special events. Other costs including the posting of "Temporary Road Closure" and "No Parking" signs, estimated at $2,372, will be the responsibility of the applicant.

The H.S.R. will detour buses from the usual route down Macklin Street and instead enter the area via Longwood Road, turn around in the Princess Point bus loop and exit the area via Longwood Road. H.S.R. buses and shuttle buses will be the only vehicles allowed to travel in both directions along Longwood Road.

As this is an annual, well organized and well attended event in Hamilton, this Department is in favour of the festival.

MJP:
cc: P.C. D. Schwalm, Regional Police Services
cc: G. Kirchknopf, Public Works and Traffic
cc: K. Nichol, H.S.R.

3(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 1
T103-55 G. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: Retaining wall collapse - Jackson Street West
Rear of 2 & 6 Wesanford Place (R-97-31)

RECOMMENDATION:

That the Committee give direction in the manner in which the failure of the retaining wall at the rear of #2 & #6 Wesanford Place, encroaching onto Jackson Street West, is to be addressed.

D. Lobo
Commissioner
Public Works and Traffic

E. M. Gill, P. Eng.
Senior Director
Roads Division

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1997 April 3 a portion of a stone retaining wall at the rear of 2 and 6 Wesanford Place, which is constructed partially on the road allowance of Jackson Street West, collapsed. The rubble has been cleared from the road and sidewalk and a section of the road and sidewalk has been barricaded for safety reasons.

cont'd...2

The retaining wall was constructed by the original owners of "Wesanford" mansion, which was constructed in the late 1800's but demolished in 1939. The retaining wall was constructed subsequent to the establishment of Jackson Street. The wall is constructed in the same heritage fashion as was the former mansion, and is the last remnant of the former Wesanford estate, once owned by Senator W. E. Sanford. No record of any agreements could be found to indicate approval or involvement by the City of this encroachment.

Depending on the type of retaining wall to be reconstructed, the estimate of the cost to replace the wall and railing behind these two properties ranges from $60,000 to $100,000. The wall may warrant repairs behind other properties in the area although the wall has not yet failed elsewhere. The wall could be removed in the area of the failure only and the land terraced or sloped at a much reduced cost, however, prior to determining a solution to the problem, a more thorough investigation of the wall should be undertaken.

The City has the jurisdiction and duty to require the abutting property owners to repair the retaining wall to protect the street and to restore the ability of their property to support their rear yard. There are a number of options that can be employed to reinstate the retaining wall:

1. Pursuant to the Streets By-law and the Property Standards By-law, the City could require the adjacent owners to repair the retaining wall at their expense. In the event of failure to carry out the City's order, the work could be completed by the City and added to the tax roll of the properties.

    - the City could require that the retaining wall be reconstructed on private property only or could permit the wall to be constructed on the road allowance provided an encroachment agreement is first entered into.

    - pursuant to the City's Retaining Wall Loan By-law (By-law 95-181) the City may loan up to $20,000 to each homeowner towards their repair costs.

    - pursuant to the Municipal Act the City could make a grant or loan to each homeowner for all or a portion of the repair costs.

2. The City could treat this as a municipal work; however, this may set a precedent that would be very expensive for the City given the number of encroachments onto the road allowance.

    - pursuant to the Municipal Act the City could assume all or part of the cost of the repair. A portion of the cost could be paid by the homeowner or their insurance company based for example on the portion of cost attributable to the support of the adjacent rear yard property, or based on the area of encroachment onto private property and onto road allowance.

Cont'd...3

- pursuant to the Local Improvement Act, the City could arrange for this retaining wall repair to be undertaken with all or part of the cost assessed against the adjacent homeowners on taxes spread out over fifteen years.

No monies have been provided in the City's 1997 budgets for the repair of privately owned retaining walls. However, in 1995, the City considered the problem of failing retaining walls and amended By-law 78-113 (Hamilton Rehabilitation Loan Program) to provide assistance in the form of low interest loans for the replacement of deteriorating retaining walls owned by owner/occupants of residential properties. The owners could avail themselves of this program if they so choose.

:ga

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 25

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
Rosslyn Avenue South - Loblaws Inc.

RECOMMENDATION:

(a) That the following property be declared surplus to the requirements of the City in accordance with Realty Sales Procedural By-law 95-049:

> "the lands composed of Rosslyn Avenue South, Registered Plan 586, designated as Parts 1, 2, 3 and 4 on Plan 62R-14097 and containing an area of 1,150.1 square metres (12,379.98 square feet)"

(b) That an Offer to Purchase (Highway Closure), to be executed by Loblaws Inc. (Gavin Goebel, Assistant Secretary) and scheduled to close thirty (30) days after the conditions in the Offer have been fulfilled to the satisfaction of the City, being on or before the 1997 June 16, for the lands composed of Rosslyn Avenue South, Registered Plan 586, designated as Parts 1, 2, 3 and 4 on Plan 62R-14097, and containing an area of 1,150.1 square metres (12,379.98 square feet) as shown on Schedule "B" attached to the Agreement, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $104,280 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)) - $74,280 and Account No. CH 59006 75910 (Recovery/External - Work done for Others) - $30,000; and,

(c) That the closing of this sale transaction be conditional upon the Purchaser entering into and registering easements in favour of the Regional Municipality of Hamilton-Wentworth, Part 2 on Plan 62R-14097 and Hamilton Hydro Electric System, Part 3 on Plan 62R-14097; and,

(d) It is understood and agreed that:

(i) the Purchaser shall install landscaping satisfactory to the City on Rosslyn Avenue adjacent to Delta Park, at the proposed entrance onto King Street, east of Rosslyn Avenue and at the corner of King Street East and Balmoral Avenue in accordance with a plan to be prepared by the Department of Public Works and Traffic;

(ii) the above noted $30,000 to be paid by the Purchaser is for the installation of a Pedestrian Priority Signal crossing King Street in the vicinity of Balmoral Avenue, Hamilton.

(e) That the Regional Municipality of Hamilton-Wentworth be requested to install a Pedestrian Priority Signal crossing King Street in the vicinity of Balmoral Avenue, Hamilton in 1997; and,

(f) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(g) That in accordance with Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(ii) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

(iii) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in a form prescribed pursuant to Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $104,280 derived from the sale of the closed part of Rosslyn Avenue be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)) - $74,280 and Account No. CH 59006 75910 (Recovery/External - Work done for Others) - $30,000.

BACKGROUND:

On 1997 April 8, City Council adopted a resolution approving the stopping-up, closing and sale of Rosslyn Avenue South from King Street East to Main Street East.

In compliance with Real Property Sales Procedural By-law No. 95-049, I am reporting to your Committee that:

(a) On 1997 April 8, City Council adopted a resolution declaring the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved methods of Notice to the Public in Real Property Sales Procedural By-law No. 95-049, satisfactory notice given pursuant to Section 300 of the Municipal Act (the highway sale provision);

(c) no appraisal of the fair market value of the real property being sold was obtained as Highway (Public Alleyway) closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act;

The road allowance consists of 12,379.98 square feet to be encumbered by two (2) easements in favour of Hamilton Hydro Electric System and the Regional Municipality of Hamilton-Wentworth. The purchase of the road allowance will enable Loblaws Inc. to open a No Frills food store on the adjacent property, with a cooler box and loading bay extending onto the lands they are purchasing.

Although an appraisal is not required for the sale of a highway closure as part of the City's Real Property Procedural By-law, an appraisal was completed by the Property Department estimating the market value of the road allowance at $74,280. An additional $30,000 has been included in the purchase price for the installation of a Pedestrian Priority Signal. Details about a Pedestrian Priority Signal on King Street near Balmoral were presented to the Transportation Services Committee of the Region as part of the 1997 Capital Budget presentation. Although not recommended at that time, the location did have a moderately high score. To accommodate the increased pedestrian flows expected with the new development, Alderman Morelli has requested that a Pedestrian Priority Signal be considered in conjunction with the development. The proponent has agreed to contribute $30,000 toward the cost of the Signal, which should be sufficient to pay for the installation.

REL/nw

c.c. Alderman Bernie Morelli, Alderman, Ward 3
Alderman D. Drury, Alderman, Ward 3
P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing
A. Ross, Treasurer
D. Lobo, Commissioner of Public Works and Traffic
K. M. Lau, Manager of Surveys, Roads Division
G. Aston, Director, Programming and Development, Roads Division
R. Holland, Administrative Co-ordinator, Public Works & Traffic Department
C. Biggs, Legislative Assistant, Office of the Regional Clerk


Subject Property
MAIN STREET
KING STREET
EAST
SOUTH
AVENUE
MAPLE
CENTRAL AVE
MONTCLAIR
SHERBROOKE
JUSTYNE
KENSINGTON
ROSSLYN
BALMORAL
GROSVENOR
ROTHSAY
OTTAWA
LONDON
GAGE PARK
GAGE AVENUE
LAWRENCE ROAD
T.H.&B. RAILWAY
CANADIAN NATIONAL RAILWAYS
SHERMAN ACCESS
KENILWORTH ACCESS
MOUNTAIN BROW
BOULEVARD
CONCESSION STREET
D/S 535
D/S 1388
D
A
C
E
H

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1997 May 5
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A:

A. ADOPTION OF THE MINUTES

Adoption of the minutes of the Transport and Environment Committee meeting held 1997 April 21.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) Blossom Lane

(b) No. 23 Brant Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) Poulette Street between Hunter Street West and the northerly end

(d) Parking Regulations on Norwood Road adjacent to 147 Bond Street North

(e) No. 100 Case Street
Request to remove the "No Parking" Loading Zone

(f) No. 185 Fairfield Avenue
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(g) No. 49 Royal Avenue
Request to Remove a Wheelchair Loading Zone

(h) North side of Rebecca between John Street North and Catharine Street North

(i) No. 95 Bond Street South
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Intersection Control**

(a) Intersection of Monteagle Court
and Dungannon Place - Corner Clearance

(b) Intersection of Barlake Avenue
and Hollydene Place

(c) Intersection of Chipman Avenue and Jeremy Street

iii. **Miscellaneous**

(a) Upper James, Upper Kenilworth and Upper Ottawa Bus Route
Bus Stop Removal, Relocation and Installation

(b) Relocation of the School Crossing Guard
on Melvin Avenue, east of Brunswick Street

(c) Sanatorium Bus Route - Bus Stop Installation

iv. **City Engineer**

(a) Encroachment Agreements

(b) Valley Inn Road - Bridge over Grindstone Creek
Maximum Weight Restriction

(c) 1997 Servicing Expenditures Related to Subdivisions

v. **Public Works Division**

Local Improvement By-Law
Construction of Independent Concrete Sidewalks
on Stone Church Road East Between Upper Ottawa Street
and Dartnall Road

C. **CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY**

Option to Purchase from Canada Lands Company (CLC) Limited
Ferguson Avenue South

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1997 April 21
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Absent: Alderman B. Morelli, City Business

Also present: Alderman T. Anderson
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. T. Arnold, Public Works and Traffic Department
Mr. M. Watson, Property Department
Sgt. R. Martin, Hamilton-Wentworth Regional Police
Mr. T. Gill, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environment Department
Mr. Wm. Hunter, M.O.E.E.
Mr. C. Stewart, Bell Canada
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS:**

(a) **Backlit Advertising Panels on Bell Canada Exterior Public Payphones**

Mr. Cam Stewart of Bell Canada appeared before the Committee and distributed and reviewed a report entitled "The City of Hamilton Street Mounted Phone Booth Interior/Exterior Backlit Panel Proposal" dated 1996 June.

Alderman Copps expressed concern over the excessive amount of advertising along City streets. She also indicated that the type of phone booth depicted in the report was not accessible to the physically challenged.

Alderman Kiss expressed concern over the placement of the ads not allowing for a clear view of or for people using the phone. She indicated that for safety reasons telephone booths should have improved lighting but not be closed in by advertising.

Following discussion, the Committee approved the following recommendation:

> "That the issue of Backlit Advertising Panels on Bell Canada Exterior Public Payphones be tabled and referred to the Commissioner of Public Works and Traffic in order that a report be prepared for the Committee's consideration."

(b) **By-law to Stop-up, Close and Retain Portions of Jeremy Street**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Mr. Aston reviewed the report and as no delegation was present, the Committee approved the following recommendation:

That the appropriate by-law to stop-up, close and retain portions of Jeremy Street described as Parts 1 and 2 on Plan 62R-14037, be enacted.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the Transport and Environment Committee meeting held 1997 March 3rd were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. **Parking Regulations**

(a) **No. 49 Earl Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Earl Street commencing at a point 218 feet south of Princess Street and extending to a point 22 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Doreen Walsh, No. 49 Earl Street.

(b) **No 404 Cope Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Cope Street commencing at a point 133 feet south of the northerly end of Cope Street and extending to a point 18 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Lillian Bendell, No. 404 Cope Street.

(c) **No. 79 Royal Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Royal Avenue commencing at a point 231 feet west of Emerson Street and extending to a point 24 feet westerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Gary Wolfe, No. 79 Royal Avenue.

(d) **South Side of Hunter Street West**
James Street South to MacNab Street South

The Committee was in receipt of a report dated 1997 April 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Hunter Street West between James Street South and MacNab Street South be removed, and that City Traffic By-law No. 89-72 be amended accordingly.

(e) **Sanford Avenue North between Barton Street East and Myler Street**

The Committee was in receipt of a report dated 1997 March 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Sanford Avenue North commencing 147 feet north of Barton Street East and extending to the south curb line of Myler Street and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to initially issue three parking permits to No. 268 Sanford Avenue North, two parking permits to Nos. 270, 274, 276 Sanford Avenue North and one parking permit to No. 272 Sanford Avenue North and any additional permits (to a maximum of 11) on a first-come first-served basis.

(f) **Hamilton Christian Fellowship Church**
135 Strathcona Avenue North

The Committee was in receipt of a report dated 1997 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Strathcona Avenue North commencing at Tom Street and extending 134 feet northerly be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and,

(b) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Tom Street commencing at Strathcona Avenue North and extending to a point 173 feet westerly therefrom be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(g) **Balmoral Avenue North, north of Cannon Street East**

The Committee was in receipt of a report dated 1997 March 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the east side of Balmoral Avenue North, commencing at Cannon Street East and extending to a point 148 feet northerly therefrom, be replaced with a "No Stopping" regulation; and,

(b) That two, one-hour parking meters be installed on the west side of Balmoral Avenue North, commencing at a point 57 feet north of Cannon Street East and extending to a point 36 feet northerly therefrom; and,

(c) That a "No Stopping" regulation be implemented on the west side of Balmoral Avenue North commencing at Cannon Street East and extending to a point 57 feet northerly therefrom; and,

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Montmorency Drive between Mount Albion Road and just north of Albright Road**

The Committee was in receipt of a report dated 1997 January 28 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Montmorency Drive between Redhill Avenue and the north property line of No. 147 Montmorency Drive be extended southerly to Mount Albion Road and that the City Traffic By-law No. 89-72 be amended accordingly.

(i) **East Side of Bond Street North, north of King Street West**

The Committee was in receipt of a report dated 1997 March 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, on the east side of Bond Street North commencing at King Street West and extending to a point 133 feet northerly therefrom, be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **No. 17 Shaw Street**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Shaw Street commencing at a point 186 feet east of Victoria Avenue North and extending to a point 18 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Leslie Kentner, No. 17 Shaw Street.

(k) **Rosslyn Avenue South between Lawrence Road and Justine Avenue**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Rosslyn Avenue South between Lawrence Road and the south curb line of Justine Avenue be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side, and that the City Traffic By-law No. 89-72 be amended accordingly.

(l) **Bowman Street between Main Street West and Westwood Avenue**

The Committee was in receipt of a report dated 1997 April 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Bowman Street between Main Street West and Westwood Avenue be replaced with a "No Parking" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(m) **Apartment Building at No. 123 St. Joseph's Drive**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the north side of St. Joseph's Drive commencing at a point 469 feet east of John Street South and extending to a point 58 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(n) **Kinrade Avenue, south of Barton Street East**

The Committee was in receipt of a report dated 1997 March 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing 191 foot "No Parking" regulation on the west side of Kinrade Avenue, south of Barton Street East, be shortened such that the regulation commences at Barton Street East and extends to a point 142 feet southerly therefrom and that the existing 167 foot "No Parking" regulation on the east side of Kinrade Avenue, south of Barton Street East, be shortened such that the regulation commences at Barton Street East and extends to a point 132 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(o) **No. 155 Parkview Drive**
Request to remove the "No Stopping, Wheelchair Loading Zone"

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Stopping, Wheelchair Loading Zone" regulation, in effect 24 hours a day, seven days a week, on the west side of Parkview Drive, commencing at a point 59 feet north of Franklin Avenue and extending to a point 19 feet northerly therefrom, be removed and that the City Traffic By-law No. 89-72 be amended accordingly.

(p) **No. 159 Prospect Street South**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1997 March 25 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Prospect Street South commencing at a point 181 feet south of Main Street East and extending to a point 26 feet southerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(q) **Apartment Building at No. 44 Queen Street North**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1997 March 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue a time limit exemption permit to Mr. Pat Coulter, No. 807 - 44 Queen Street North.

(r) **No. 70 Stanley Avenue**
Commercial Boulevard Parking Agreement

The Committee was in receipt of a report dated 1997 March 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the application of Jim and Christina Vanderkooy, owners of the four-unit apartment at No. 70 Stanley Avenue, to execute a commercial boulevard parking agreement be approved, provided that:

(a) the applicant discharges the existing residential boulevard parking agreement registered as Instrument No. 294395 C.D. at the property owner's expense; and

(b) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 26 (current annual rate is $62.40 per space for the first two spaces and $33.21 per space for any additional spaces per year) plus taxes, if any, in addition to the $10 encroachment insurance charge approved by the City Council on 1984 February 14; and,

(c) the owner pays a one-time $50 registration fee, as approved by the City Council on 1986 January 14; and,

(d) the owner pays a one-time $219.56 processing fee (including G.S.T.), as approved by the City Council on 1988 January 12; and,

(e) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes; and,

(f) the driveway approach, parking area and other structures, as approved by the Commissioner of Pubic Works and Traffic, be constructed and maintained at the owner's expense; and,

(g) the owner executes an agreement satisfactory to the City Solicitor, to indemnity and save the City harmless from actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

ii. **Intersection Control**

(a) **Intersection of Maplewood Avenue and Blake Street**

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" corner clearance regulation be implemented on the south side of Maplewood Avenue commencing at Blake Street and extending to a point 50 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Bonaparte Way and Fusilier Drive**

The Committee was in receipt of a report dated 1997 March 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Bonaparte Way and Fusilier Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Alexander Street and Reginald Street**

The Committee was in receipt of a report dated 1997 March 4 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Alexander Street be required to stop for northbound and southbound traffic on Reginald Street and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Intersection of Fay Avenue and Organ Crescent**

The Committee was in receipt of a report dated 1997 March 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Fay Avenue be required to stop for eastbound and westbound traffic on Organ Crescent and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. Miscellaneous

(a) **City of Hamilton Snow Route Map**

The Committee was in receipt of a report dated 1997 March 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following sections of streets be deleted from the snow route system:

(i) Franklin Avenue between Longwood Road North and Uplands Avenue

(ii) Norwood Road between Longwood Road North and Uplands Avenue

(iii) Uplands Avenue between Franklin Avenue and Norwood Road; and,

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Staff Changes in the Parking Control Section of the Community Traffic Services Division**

The Committee was in receipt of a report dated 1997 March 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That, effective 1997 May 1, the staff compliment of the Parking Control Section of the Community Traffic Services Division be adjusted by deleting two Parking Control Officer positions (2.0 FTE's) and by replacing them with two Towing Officer positions (2.0 FTE's).

(c) **Provision of Concrete Cutting Saw Services**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the estimated expenditure level for the provision of concrete cutting saw/operator services by Bigelow Brothers Construction, being the lowest of four tenders received, be increased from $100,000 to $200,000.

iv. City Engineer

(a) **Street Incorporation**

The Committee was in receipt of a report dated 1997 April 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) The following City land be incorporated into the following streets:

Adele Court	Block 35	Plan 62M-760
West Village Drive	Block 29	Plan 62M-793
Duncairn Crescent	Block FX and Part 1 62R-12403; and,	Plans M-129 and

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the City Solicitor and be enacted by Council; and,

(c) That the Commissioner of Transportation be authorized and directed to register the by-laws.

(b) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in:

"Wellington Chase - Phase 5", Hamilton
City's Share - NIL -, Owner's Share $72,593.23

"Westview Estates", Hamilton
City's Share - NIL -, Owner's Share $140,156.91; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Wellington Chase - Phase 5", Hamilton and "Westview Estates", Hamilton as well as any other related documents for these subdivisions subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,

(d) In the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

(c) **1997 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be approved for inclusion in the Subdivision Agreements with the Owners for the estimated costs of services in:

"Allison Estates - Phase 4", Hamilton

City's Share - $ 124,891.63, Owner's Share - $ 155,139.40

"Wisemount Estates - Phase 8", Hamilton

City's share $ 7,693.52, Owner's share $ 154,118.33; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Allison Estates - Phase 4", Hamilton and "Wisemount Estates - Phase 8", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,

(c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) In the event that the Owners wishes to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing; and,

(e) That the City's share of servicing "Allison Estates - Phase 4" subdivision at an estimated cost of $124,891.63 and the City's share of servicing "Wisemount Estates - Phase 8", subdivision at an estimated cost of $7,693.52 be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands; and,

(f) That City Council be advised that "Allison Estates - Phase 4 and subsequent phases of "Allison Estates" will be constructed with no boulevard between the sidewalk and curb.

C. CHIEF ADMINISTRATIVE OFFICER/DIRECTOR OF PROPERTY

(i) **Offer to Purchase (Highway Closure), No. 45 Owen Place**
John W. Mudjar and Mary E. Mudjar

The Committee was in receipt of a report dated 1997 April 11 from the Chief Administrative Officer and Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Offer to Purchase (Highway Closure), duly executed by John W. Mudjar and Mary E. Mudjar on 1997 April 10 and scheduled to close on or before 1997 November 28, for the lands composed of Reserved for Street, Parcel "C", 0.305 Reserve, Registered Plan 851, having a frontage along the westerly limit of Owen Place of 20.116 metres (65.9 feet) more or less, by a depth of 33.245 metres (109.0 feet) more or less, shown as Parts 1, 2, 3, 4, 5 and 6 on Plan 62R-10952; Parts 3 and 6 are to an easement in favour of The Sisters of St. Joseph of Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $57,100 be credited to Account No. CH4X501 00102 (Reserve for Property Purchases(Sales)); and,

(b) That the required deposit cheque in the amount of $5,710 be held by the City Treasurer pending Council approval; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(i) satisfactory Notice has been given pursuant to Section 300 of the Municipal Act (the highway sale provision); and,

(ii) no appraisal of the fair market value of the real property intended to be sold was obtained as Highway closures and sales are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(iii) the City Clerk be authorized and directed to execute (and issue) a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

(ii) **Offer to Purchase - Sale of City Property**
One Foot Reserve on Bonaventure Drive
Frank Mulas Construction Ltd.

The Committee was in receipt of a report dated 1997 April 11 from the Chief Administrative Officer and Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That the one foot reserve on Bonaventure Drive described as Part 5 on Plan RB-H-567 Surveys be declared surplus to the requirements of the City of Hamilton in accordance with Realty Sales Procedural By-law 95-049; and,

(b) (i) That an Offer to Purchase, duly executed by Frank Mulas Construction Ltd. (Frank Mulas, President) on 1997 March 5 and scheduled to close on or before 1997 October 8, for the lands composed of part of Lot 19, Concession 6, in the geographic Township of Barton, now in The City of Hamilton, designated as Part 5 on Plan RB-H-567 Surveys, containing an area of 2.8 square metres (30.14 square feet) more or less, subject to a watermain easement in favour of the Regional Municipality of Hamilton-Wentworth over Part 5 on Plan RB-H-567 Surveys, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Property Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and the funds derived from this sale of $3,500 be credited to Account No. CH4X501 00107 (Reserve for Unsubdivided Lands); and,

(ii) That the required deposit cheque in the amount of $350 be held by the City Treasurer pending Council approval; and,

(iii) That it be understood and agreed that the Offer to Purchase be conditional on the following:

(1) The Vendor consents to the Purchaser, at their sole expense, including the subject property in an application for the rezoning of the abutting lands at 1126 Garth Street, Hamilton, from "A" (Agricultural) District to RT-20 (Townhouse -Maisonette) District and an amendment of the Gilbert Neighbourhood Plan for the City of Hamilton for the subject property from Low Density Apartments to "Attached Housing". The Vendor agrees to sign the requisite documents for such applications and to do all things reasonably necessary in support of them; and,

(2) Each of the following events taking place prior to the closing date:

(a) a City by-law being approved and passed to rezone the subject lands from "AA" (Agricultural) District to RT-20 (Townhouse-Maisonette) District in accordance with the requirements of the Planning Act, R.S.O., 1990; and,

(b) a period of at least thirty (30) days elapsing since the passage of the by-law within which time period no appeal has been launched at the OMB pursuant to the provisions of the Planning Act and the by-law and consent have therefore become final and binding; and,

(c) the City amending the Gilbert Neighbourhood Plan for the subject lands from "Low Density Apartment" to "Attached Housing"; and,

(3) If the required zoning or neighbourhood plan amendment set out in 2 (a), (b) and (c) above have not been completed by the date of closing set out in this Offer to Purchase, then this Offer shall be null and void and the deposit shall be returned by the Vendor to the Purchaser without interest and the Vendor shall not be liable for any damages or costs; and,

(4) As the above noted conditions are for the benefit of the Purchaser, the Purchaser may at any time prior to the closing date, at its option, by written notice to the City, waive the benefits of these conditions; and,

(5) It is also understood that:

The closing of this Offer to Purchase is subject to the Regional Municipality of Hamilton-Wentworth accepting and completing an Offer to Purchase executed by Frank Mulas Construction Ltd. for the purchase of the Regional lands being designated as Part 1 and 2 on Plan RB-H-567 Surveys. Said Part 2, Plan RB-H-567 Surveys is being sold subject to an easement to be granted in favour of the Regional Municipality of Hamilton-Wentworth. The Regional Offer to Purchase is to be accepted by Regional Council and both properties are to close on the same day; and,

In the event condition (5) is not met then this Offer to Purchase shall be null and void and the deposit cheque returned to the Purchaser without penalty or interest; and,

(iv) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(v) That in accordance with the Real Property Sales Procedural By-law No. 95-049:

(1) satisfactory Notice has been given to the public of the intended sale; and,

(2) no appraisal of fair market value of the real property being sold was obtained as 0.3 metre reserves are exempt from the appraisal requirements of Section 193 of the Municipal Act; and,

(3) the City Clerk be authorized and directed to execute and issue a Certificate of Compliance in the form prescribed pursuant to Section 193 of the Municipal Act.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1997 April 21 from the Secretary, Transport and Environment Committee respecting information reports.

The Committee approved the following recommendation:

That the sub-joined list of information reports that were previously distributed to the Committee, be received.

Date	*From*	*Subject*	*Date Distributed*
February 25	Commissioner of Public Works and Traffic	"Keep Hamilton Blooming" 1997 Floral Sponsorship Program	1997 March 6
March 18	Commissioner of Public Works and Traffic	Noise Control Section Efficiencies	1997 March 18
March 21	Commissioner of Public Works and Traffic	Tree Removal/ Queen Street Hill Mountain Access	1997 March 21
April	Ontario Good Roads Association	Bulletin	1997 April 11
1997 April 7	Commissioner of Public Works and Traffic	1997 City Construction Program Status and Schedule as of 1997 April 4	1997 April 15

3. CHIEF ADMINISTRATIVE OFFICER/ COMMISSIONER OF TRANSPORTATION

(a) **Request to Convert Certain Streets from One-Way to Two-Way in the Downtown**

The Committee was in receipt of a report dated 1997 April 17 from the Chief Administrative Officer and the Commissioner of Transportation respecting the subject matter.

Mr. Gill reviewed the report and recommendation.

Following considerable discussion, the Committee approved that sub-section "(c)" of the recommendation be amended by adding the following;

> "That the Citizens Two-Way Street Committee be included as a stakeholder group in the development of the Regions Downtown Transportation Plan Study"

Subsequently, the Committee agreed to vote on the recommendations contained in the report individually.

The Committee approved the following recommendation:

(a) That the City of Hamilton support the evaluation of all measures to support and enhance a pedestrian-friendly environment, including but not limited to reductions in travelled lanes, transit priority measures, modifications to traffic signal progression, reductions in traffic speeds, sidewalk widenings, and changes to parking restrictions; and,

The Committee defeated the following recommendation:

(b) That the City of Hamilton not support the request of the Citizen Two-Way Streets Committee for a trial conversion from one-way to two-way operation of King Street from Victoria Avenue to Queen Street, james Street North and South and John Street North and south.

Recorded Vote:

In Favour: Aldermen Collins, Merling
Opposed: Mayor Morrow, Aldermen Kiss, Agro, Copps, Jackson, D'Amico

The Committee approved the following recommendation:

(b) That the Region be advised of the City's wish to actively participate in the Region's Downtown Transportation Plan Study and further, that the Citizen's Two-Way Street Committee be included as a stakeholder group in the development of this Study.

The Committee was in receipt of recommendation respecting the subject matter which was distributed at the meeting by Alderman Agro.

Following discussion, the Committee approved the following recommendation:

(a) That a Transportation and Urban Design firm be retained, at an upset limit of $10,000, to review how the following two-way street proposals could be implemented:

  (i) King Street, between Victoria and Queen

  (ii) James Street, between the Escarpment and the Harbour

  (iii) John Street, between the Escarpment and the Harbour; and,

(b) That the operational issues to be studied include:

  (i) impact on hospitals

  (ii) requirements of Police and Fire Departments

  (iii) traffic flow at the micro level; and,

(c) That, assuming the foregoing studies show the proposal can be implemented, the study include an estimate of the costs of the required changes to traffic lights, traffic signs and other matters; and,

(d) That the draft study be made available to relevant City and Regional Staff for comment prior to submission to this Committee; and,

(e) That the completed report on this matter will be available by 1997 July 15.

Recorded Vote:

In Favour: Aldermen Collins, Merling
Opposed: Mayor Morrow, Aldermen Kiss, Agro, Copps, Jackson, D'Amico

4. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(i) CITY ENGINEER

(a) **Philip Environmental Inc.'s Application for a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site Processing at No. 1579 Burlington Street East**

The Committee was in receipt of a report dated 1997 April 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a brief review of the report by Mr. Terluk, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of Environment and Energy be advised that the City of Hamilton does not object to Philip Environmental Inc. receiving a Provisional Certificate of Approval No. A650104 for a Waste Disposal Site (Processing) for the site located at No. 1579 Burlington Street East, Hamilton on the condition that all environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of Environment and Energy, and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this Report be forwarded to the West Central Branch of the Ministry of Environment and Energy for consideration; and,

(c) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval for Philip Environmental Inc. to the City of Hamilton.

Note: Alderman Kiss and Alderman Copps recorded opposed.

(b) **Hamilton Bio Conversion Inc. Application to Amend Provisional Certificate of Approval No. A650025 for a Waste Disposal Site (Processing) at No. 2380 Brampton Street**

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following a review of the report by Mr. Terluk as well as comments form Mr. Hunter the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of Environment and Energy be advised that the City of Hamilton has no objection to Hamilton Bio Conversion Inc. receiving an amendment to their existing Provisional Certificate of Approval for a Waste Disposal Site (Processing) for the site located at No. 2380 Brampton Street, Hamilton on the condition that the Ministry of Environment and Energy revisit the Certificate of Approval in 1997 September, to ensure that the remedial action taken by the proponent to mitigate odours is effective during the summer months, and that all other environmental, health and safety safeguards normally associated with the proposed activities are implemented to the satisfaction of the Ministry of Environment

and Energy and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this Report be forwarded to the West Central Branch of the Ministry of Environment and Energy for consideration; and,

(c) That the Ministry of Environment and Energy be requested to forward a copy of its final decision respecting the requested Provisional Certificate of Approval amendment for Hamilton Bio Conversion Inc. to the City of Hamilton; and,

(d) That the Commissioner of Environmental Services be directed to report back to the Transport and Environment Committee in 1997 September on the effectiveness of the remedial action taken by the proponent to mitigate odours resulting from this operation.

Note: Alderman Kiss and Alderman Copps recorded opposed.

(ii) <u>PUBLIC WORKS DIVISION</u>

(a) **Collection of Bulk Garbage, Five Year Term Ending 2002**

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

(a) That a Purchase Order be issued to Premier Waste Systems Ltd., Hamilton in the amount of $128,000 per year, plus G.S.T., for a five year term, being the lowest of five proposals received for the Collection of Bulk Garbage in accordance with the specifications issued by the Purchasing Division, Treasury Department and the Vendor's proposal; and,

(b) That a contract be entered into satisfactory to the City Solicitor; and,

(c) That, subject to Sub-Section (b) above, the Contract start date be Monday, 1997 June 16; and,

(d) That this expenditure be financed through Garbage Collection Account No. CH56319 60301.

(b) **Concrete Recycling**

The Committee was in receipt of a report dated 1997 March 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That a purchase order be issued in the amount of $114,571.55 plus applicable tax to Cox Construction, for concrete crushing at B.A. Court Yard and Brampton Street Yard being the lowest tender received in accordance with the Purchasing Division specifications and be financed from Stock Account No. CH56197 60999.

(c) **Donation of Granite Sette Cobblestones to the Workers Arts and Heritage Centre**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That a donation of 195 granite cobblestones previously removed from Ferguson Avenue and valued at $1,380 be granted to the Workers Arts and Heritage Centre.

(iii) **TRAFFIC DIVISION**

(a) **Status of Limeridge Road Due to the Opening of the Red Hill Creek Expressway**

The Committee was in receipt of a report dated 1997 April 10 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee agreed to amend the recommendation by adding the "advertising of the road closure" and subsequently approved the following recommendation:

(a) That stop controls be implemented, as a result of consultation with area residents and the Ward Aldermen, at the following intersections:

(i) Eastbound/Westbound on Limeridge Road East at Brewster Street

(ii) Westbound on Bacall Crescent (West) at Birchview Drive

(iii) Eastbound on Basin Crescent (East) at Birchview Drive

(iv) Eastbound on Basin Crescent (West) at Birchview Drive

(v) Northbound/Southbound on Birchview Drive at Bloor Street

(vi) Northbound/Southbound on Birchview Drive at Beryl Street

(vii) Eastbound/Westbound on Lockton Crescent at Lawson Street

(viii) Eastbound/Westbound on Limeridge Road East at Lockton Crescent

(ix) Eastbound/Westbound on Limeridge Road East at Lawnview Drive

(x) Eastbound/Westbound on Limeridge Road East at Manning Avenue

(xi) Westbound on Goldstrum Avenue at Ridge Street

(xii) Northbound/Southbound on Ridge Street at Goldstrum Avenue

(xiii) Northbound/Southbound on Ridge Street at Victor Boulevard (North)

(xiv) Eastbound/Westbound on Limeridge Road West at Hawkridge Avenue

(xv) Westbound on Aldridge Street at Hawkridge Avenue

(xvi) Eastbound on Aldridge Court at Hawkridge Avenue

(xvii) Eastbound/Westbound on Aldridge Street at Caledon Avenue

(xviii) Northbound/Southbound on Hawkridge Avenue at Jameston Avenue

(xix) Eastbound/Westbound on Jameston Avenue at Caledon Avenue

(xx) Eastbound on Tyrone Drive at Hawkridge Avenue

(xxi) Eastbound/Westbound on Limeridge Road East at Kingfisher Drive; and,

(b) That the above stop controls be implemented in conjunction with the Limeridge Road closures, on or about 1997 July 1; and,

(c) That Limeridge Road from Upper Ottawa Street to West 5th Street be removed from the Snow Route system; and,

(d) That parking be allowed at all times on the south side of Limeridge Road East from Kingfisher Drive to the easterly end; and,

(e) That the City Traffic By-law No. 89-72 be amended accordingly; and,

(f) That the closure and alteration of Limeridge Road in conjunction with the construction of the Red Hill Creek Expressway be advertised in accordance with the Municipal Act.

(b) **Status of Limeridge Road due to the Opening of the Red Hill Creek Expressway - Bus Stop Removal**

The Committee was in receipt of a report dated 1997 April 11 from the Commissioner of Public Works and Traffic respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

That in accordance with the decision to remove transit service from Limeridge Road between Upper Ottawa and West 5th Street effective on or about 1997 June 22, the bus stops, as listed in the attached Appendix "A", be removed and the City Traffic By-law No. 89-72 be amended accordingly.

5. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1997 April 21st

/mjw

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 23
File No. TEC-086-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Blossom Lane - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Blossom Lane commencing 493 feet west of Upper James Street and extending to a point 32 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

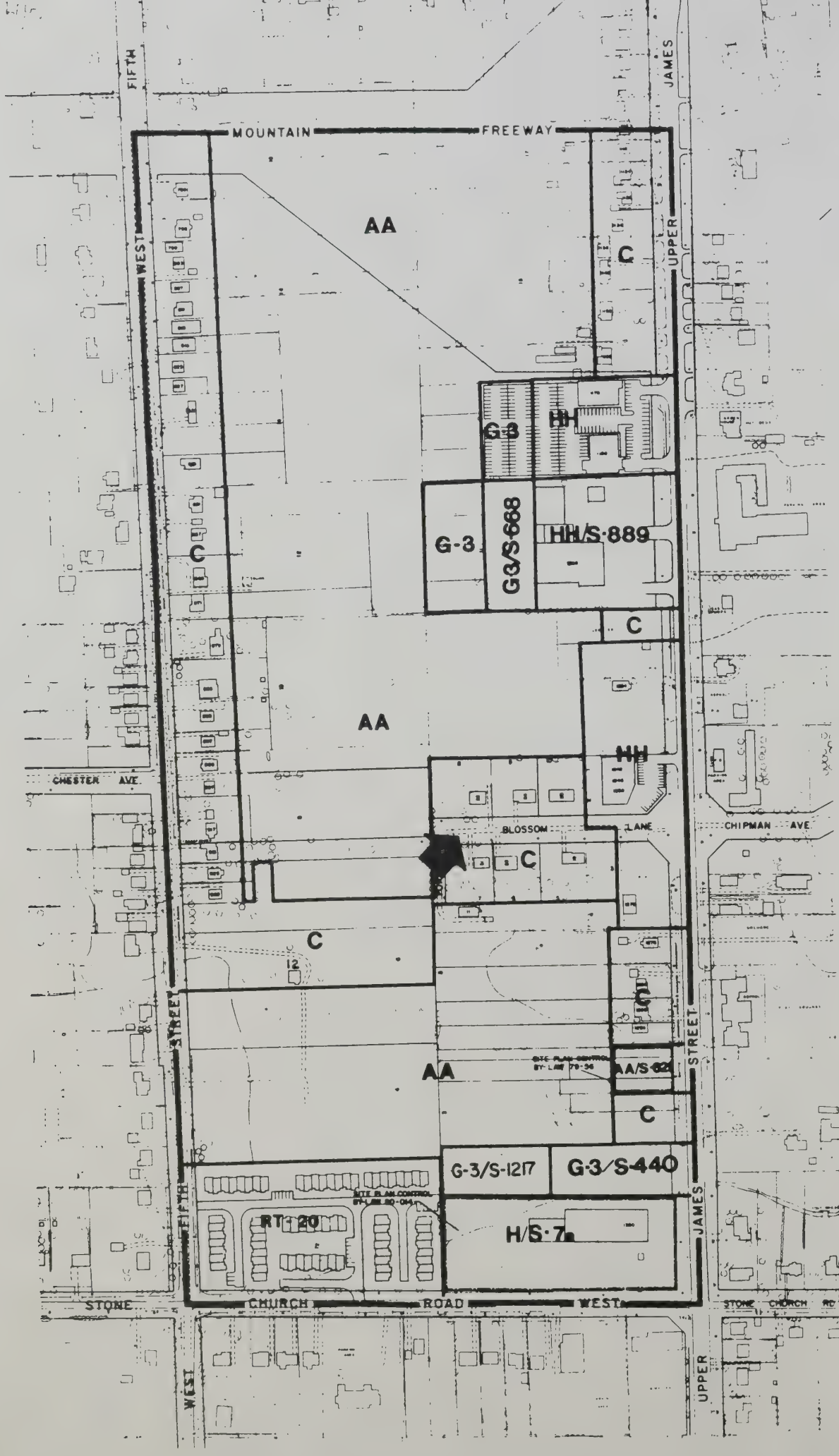
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Aldermen Don Ross and Frank D'Amico have forwarded a request from Mr. E. Hock, that a "No Parking" regulation be implemented on the north side of Blossom opposite his driveway. Mr. Hock expressed concern that it is difficult to access his driveway when vehicles are parked on the opposite side of the street.

Blossom has a 20 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that parked vehicles in this area would obstruct driveway movements due to the narrow pavement width. Staff recently contacted Mr. McEnaney, 36 Blossom Lane and Mr. DaSilva, 32 Blossom Lane, whose properties abut the area of the requested regulation, and has been advised that both owners support the implementation of the requested regulation. Therefore, staff concurs with the request.

CVB/MBH/kg


MOUNTAIN FREEWAY
FIFTH
WEST
JAMES
UPPER
AA
C
HH
G-3
G-3/S-668
HH/S-889
C
AA
HH
CHESTER AVE.
BLOSSOM LANE
CHIPMAN AVE.
C
C
12
STREET
AA
AA/S-62
C
G-3/S-1217
G-3/S-440
RT. 20
H/S-7
STONE CHURCH ROAD WEST
STONE CHURCH RD.

2(8)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 22
File No. TEC-77-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 23 Brant Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Brant Street commencing at a point 53 feet west of Niagara Street and extending to a point 16 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mrs. Linda Rooney, 23 Brant Street.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mrs. Linda Rooney, 23 Brant Street, that a reserved "Permit Parking" regulation be implemented on the south side of the street across from her home since she is disabled.

Brant has a 30-foot pavement width, and presently, there is a "No Parking" regulation on the north side and a part-time parking prohibition to facilitate street maintenance operations on the south side of the street in this area. Staff has been advised that Mr. Ormond, owner of Ormond Industrial Tools Ltd., 41 Niagara Street, supports the implementation of a reserved "Permit Parking" space adjacent to his business for use by Mrs. Rooney.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant must possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mrs. Rooney possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


K
K/S-727
J/S-647
& 647b
D/S-647b
J/S-647
J/S-647b
D/S-647 & 647b
J/S-647
& 647b
K
K
BURLINGTON STREET EAST
LAND STREET
NIAGARA ST
HILLYARD ST
DICKSON ST
MCKINSTRY ST
BRANT ST
MUNROE ST
WENTWORTH STREET NORTH
BIRCH AVE
SITE PLAN CONTROL BY-LAW 82-12
SITE PLAN CONTROL BY-LAW 82-14
SITE PLAN CONTROL BY-LAW 82-16
SITE PLAN CONTROL BY-LAW 82-16
RAILWAY

Z(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 21
File No. TEC-076-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Poulette Street between Hunter Street West and the northerly end - Parking Regulations

RECOMMENDATION:

(a) That a "Permit Parking" regulation be implemented on the east side of Poulette Street between Hunter Street West and the northerly end and that the City Traffic By-law 89-72 be amended accordingly; and

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to No. 376 Hunter Street West.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for the parking permit will off-set the cost to some degree.

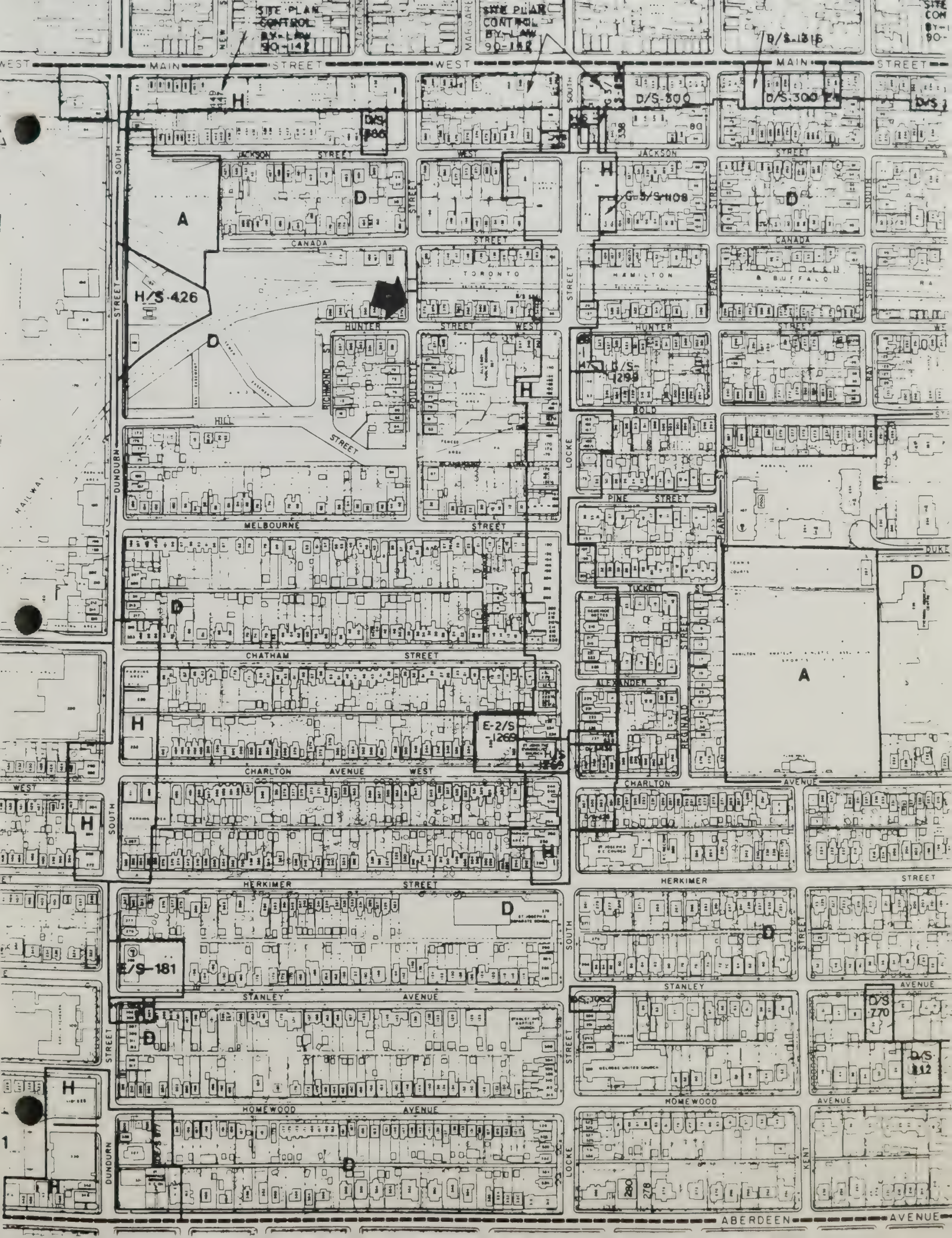
BACKGROUND:

Staff has received a petition signed by representatives of the two residential properties abutting Poulette between Hunter and the northerly end requesting that a "Permit Parking" regulation be implemented on the east side of this short dead-end section of street. Both residents are in favour of the requested regulation.

Poulette has a 27 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term parking by residents who do not reside on Poulette. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of the street may be entitled to purchase a permit at a cost of $24. (plus G.S.T.) each year to exempt their vehicle from the "Permit Parking" regulation.

An investigation has revealed that there is only one legal parking space on the east side of the street in this block. However, it was indicated on the petition that only one permit is required by the two residents who signed the petition. Thus, the demand for permits does not exceed the number of on-street parking spaces and since both abutting residents support the requested regulation, staff concurs with the request.

CVB/MBH/kg


SITE PLAN CONTROL BY-LAW 80-142
SITE PLAN CONTROL BY-LAW 80-142
MAIN STREET WEST
MAIN STREET
D/S-800
D/S-300
D/S-1316
JACKSON STREET
JACKSON STREET
H/S-1108
CANADA
CANADA
TORONTO
HAMILTON & BUFFALO
H/S-426
HUNTER STREET
HUNTER STREET
H/S-1298
HILL STREET
BOLD
PINE STREET
DUKE
MELBOURNE STREET
CHATHAM STREET
TUCKETT
ALEXANDER ST.
E-2/S-1268
CHARLTON AVENUE WEST
CHARLTON AVENUE
HERKIMER STREET
HERKIMER STREET
E/S-181
STANLEY AVENUE
STANLEY AVENUE
D/S-1002
D/S-770
D/S-812
HOMEWOOD AVENUE
HOMEWOOD AVENUE
ABERDEEN AVENUE
DUNDURN STREET SOUTH
LOCKE STREET SOUTH
EARL STREET
KENT
RICHMOND ST.
RAILWAY

Z(80)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 22
File No. TEC-080-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking regulations on Norwood Road, adjacent to 147 Bond Street North

RECOMMENDATION:

That a "No Parking" regulation be implemented on the south side of Norwood Road commencing at Bond Street North and extending to a point 93 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

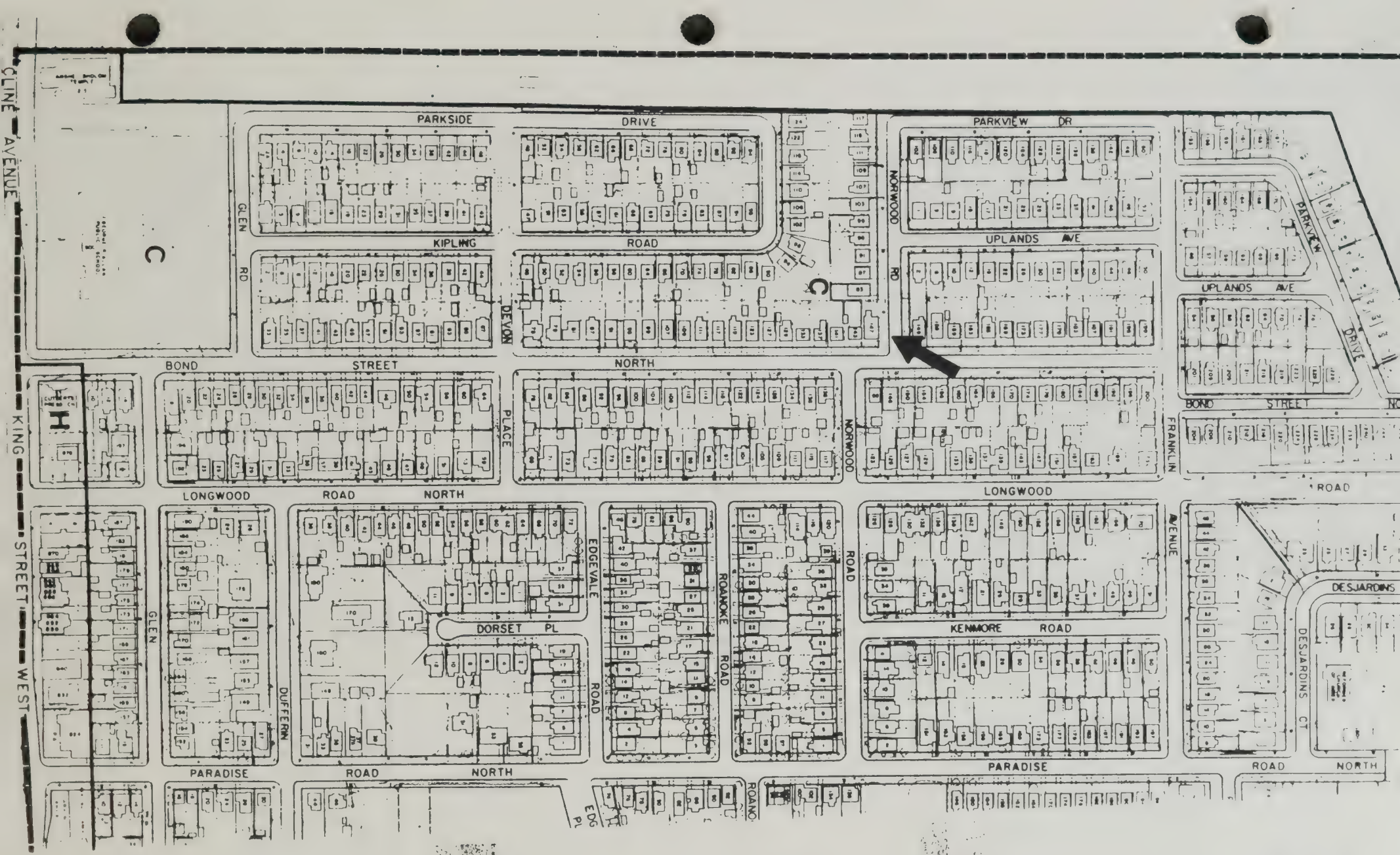
Staff has received a request from Jordan Livingston, 147 Bond Street North, that a "No Parking" regulation be implemented on the south side of Norwood, adjacent to his property.

Norwood has a 24-foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this area. Mr. Livingston has expressed concern regarding parked vehicles in this area obstructing visibility when backing out of his driveway onto Norwood.

This area was previously signed with a "No Stopping" regulation as the Hamilton Street Railway installed a bus stop on a temporary basis. However, the bus stop has subsequently been removed along with the "No Stopping" regulation.

The implementation of the requested regulation will result in a loss of approximately three on-street parking spaces abutting Mr. Livingston's property. However, since virtually all area residents have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

CVB/MBH/smg


CLINE AVENUE
KING STREET WEST
PARKSIDE DRIVE
GLEN ROAD
KIPLING ROAD
DEVON
NORWOOD ROAD
PARKVIEW DR
UPLANDS AVE
PARKVIEW DRIVE
BOND STREET
PLACE
NORTH
NORWOOD
FRANKLIN ROAD
LONGWOOD ROAD NORTH
GLEN
DUFFERIN
PARADISE ROAD NORTH
EDGEVALE
DORSET PL
ROAD
ROANOKE ROAD
LONGWOOD
KENMORE ROAD
PARADISE
AVENUE
DESJARDINS
DESJARDINS CT
ROAD NORTH
EDG PL
ROANO

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 22
File No. TEC-78-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 100 Case Street - Request to remove the "No Parking" Loading Zone

RECOMMENDATION:

That the existing "No Parking" loading zone on the south side of Case Street commencing at a point 201 feet west of Lottridge Street and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law be amended accordingly.

D. Lobo

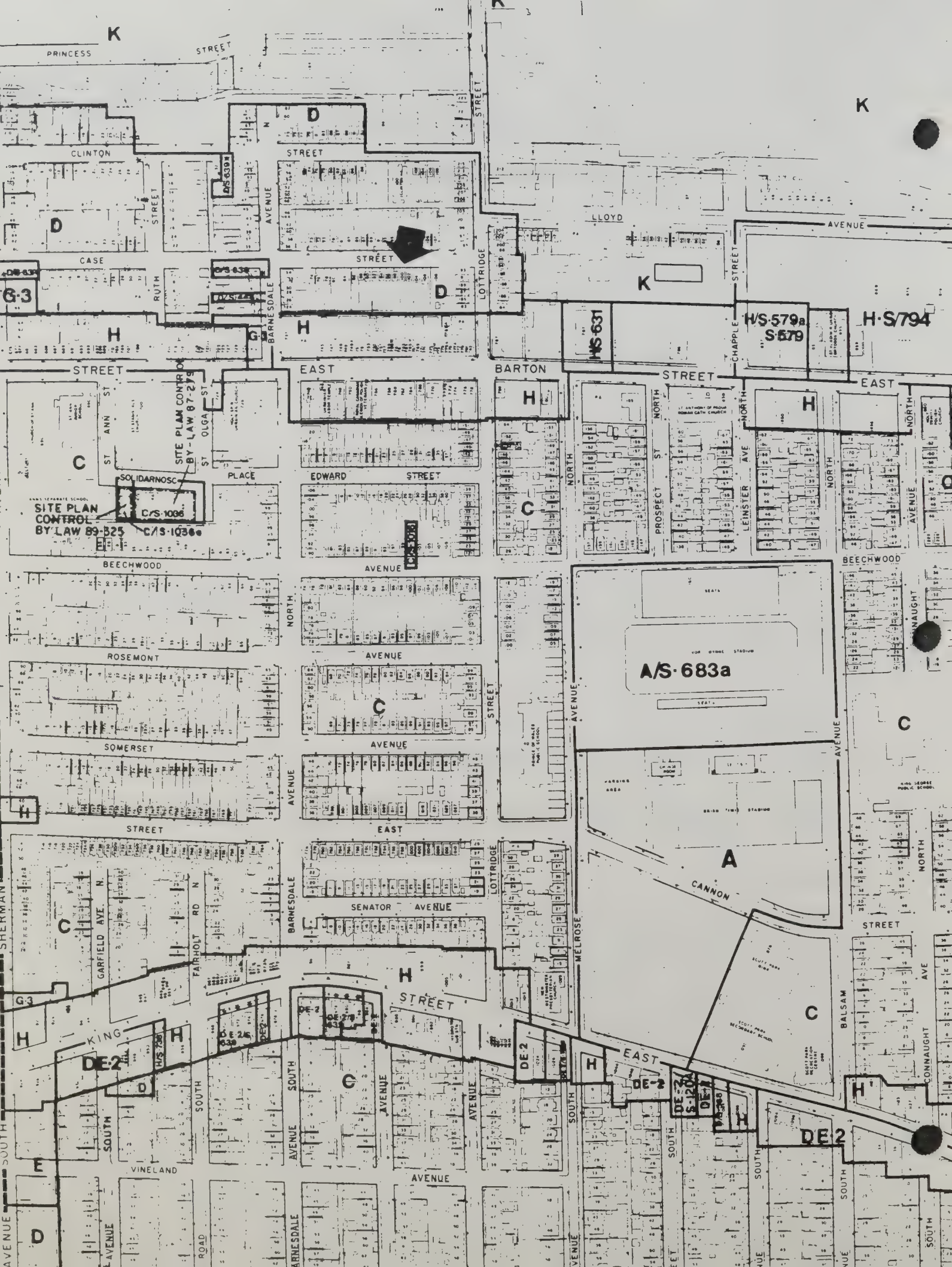
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing, manufacturing, erecting and maintaining the subject signs.

BACKGROUND:

Staff has received a request from an area resident to remove the "No Parking" loading zone from the south side of Case, directly in front of 100 Case Street, as the resident has passed away. The subject loading zone was implemented in 1986 to allow the loading and unloading of a disabled resident at this address. Staff has confirmed that Mrs. Toth, 100 Case Street, has recently passed away, and therefore it would be appropriate to remove the "No Parking" loading zone. The removal of the subject regulation will restore one on-street parking space to the south side of the street which is presently controlled by the existing "Alternate Side Parking" regulation.

CVB/MBH/smg


PRINCESS STREET
CLINTON STREET
CASE STREET
RUTH AVENUE
BARNESDALE AVENUE
LOTTRIDGE STREET
LLOYD AVENUE
CHAPPLE AVENUE
H/S-631
H/S-579a
S-579
H-S/794
BARTON STREET EAST
ANN ST
OLGA ST
PLACE
SITE PLAN CONTROL BY-LAW 87-279
SOLIDARNOSC
SITE PLAN CONTROL BY-LAW 89-325
C/S-1036
C/S-1036a
EDWARD STREET
PROSPECT ST NORTH
LEINSTER AVE NORTH
BEECHWOOD AVENUE
ROSEMONT AVENUE
SOMERSET AVENUE
STREET EAST
A/S-683a
VON BRAUN STADIUM
CANNON STREET
SENATOR AVENUE
SHERMAN AVENUE
GARFIELD AVE N
FAIRHOLT RD N
MELROSE AVENUE
BALSAM AVE
CONNAUGHT AVE NORTH
KING STREET
DE-2
VINELAND AVENUE
SOUTH AVENUE
BARNESDALE AVENUE
ROAD

2(BXi)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 18
File No. TEC-074-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 185 Fairfield Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue commencing at a point 183 feet south of Britannia Avenue and extending to a point 23 feet southerly therefrom, and on the east side of Fairfield Avenue commencing at a point 167 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Lloyd Stockton, 185 Fairfield Avenue North.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

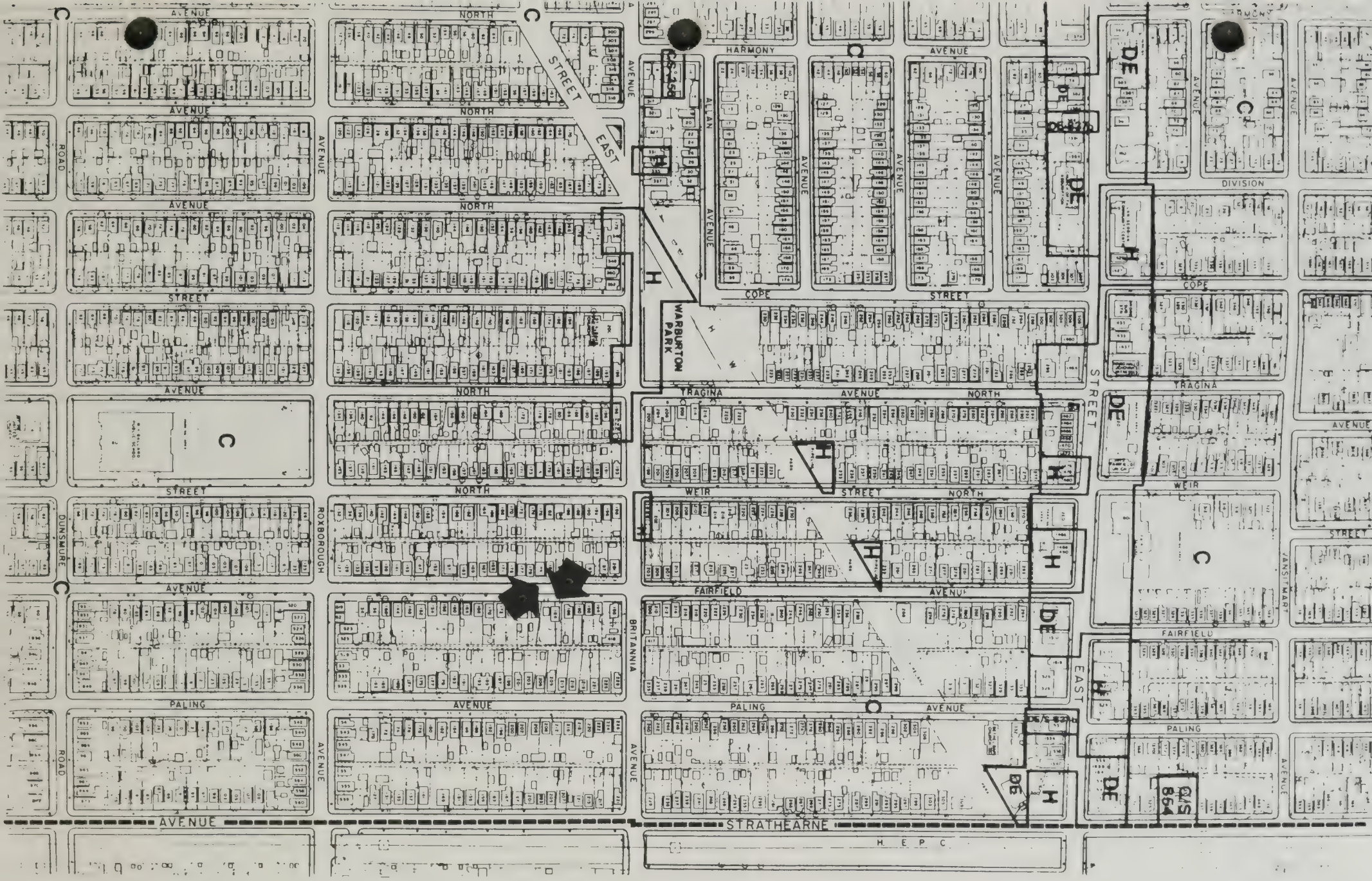
BACKGROUND:

Staff has received a request from Mr. Stockton, 185 Fairfield Avenue, that a reserved "Permit Parking" space be designated on both sides of the street directly in front of and across from his home since he is disabled.

Fairfield has a 30-foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year-round basis. Staff has been advised by Mr. A. Jack, 184 Fairfield Avenue, that he supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mr. Stockton.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Stockton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

CVB/MBH/smg


AVENUE
NORTH
STREET
EAST
ROAD
HARMONY
ALLAN
COPE
WARBURTON PARK
TRAGINA
WEIR
FAIRFIELD
DUNSMURE
ROXBOROUGH
BRITANNIA
PALING
DIVISION
JANSTMART
STRATHEARNE
H E P C
C
H
DE
DE1
DE2
DE3
DE6
GAS 864

2(BXiXg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 16
File No. TEC-071-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 49 Royal Avenue - Request to Remove a Wheelchair Loading Zone

RECOMMENDATION:

That the existing "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Royal Avenue commencing at a point 66 feet east of Emerson Street and extending to a point 24 feet easterly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident to remove the "No Stopping, Wheelchair Loading Zone, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation from the south side of Royal as the resident has moved. Staff has confirmed that Ms. V. Scidmore, 49 Royal Avenue has moved and therefore it would be appropriate to remove the signs. The removal of the subject regulation will restore one on-street parking space to the south side of the street which is presently controlled by a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

CVB/MBH/smg


MAIN STREET WEST
SITE PLAN CONTROL BY-LAW No. 95-128
C/S 720
C/S 720
C/S 815
DE-3 S-981
C/S 615
TOTTENHAM ROAD
CLIFFORD STREET
H.E.P.C.
T.H.&B. RAILWAY
HOLLYWOOD ST S
THORNDALE ST SOUTH
NORFOLK STREET SOUTH
GLENMOUNT AVENUE
MAPES AVENUE
SUSSEX STREET
LELAND STREET
EMERSON AVENUE
BROADWAY AVENUE
AYLETT ST
BOWMAN STREET
WARD AVENUE
ROYAL AVENUE
HOLMES AVENUE
WHITNEY AVENUE
MERNA AVE
WILLOWCREST AVENUE
AINSLIE STREET
WINSTON PLACE
WILMONT COURT
DELBROOK
BAXTER STREET

2(b)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 25
File No. TEC-088-97 / Author: C. van Berkel

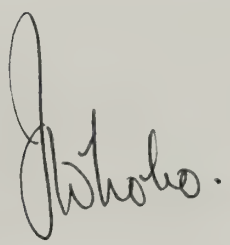
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North side of Rebecca Street between John Street North and Catharine Street North - Parking Regulations

RECOMMENDATION:

That the existing taxi stand, loading zone and five 15-minute parking meters on the north side of Rebecca Street between John Street North and Catharine Street North, be replaced with 11 30-minute parking meters and that the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and installing the subject parking meters, which would be off-set, to some degree, by the revenue generated by the parking meters.

BACKGROUND:

One component of the Downtown Hamilton Revitalization Program is to establish a pedestrian activity area on the south side of Gore Park for the summer of 1997. As a result, Hamilton Street Railway buses will be re-routed from the Gore area to Rebecca Street for a ten-week period from 1997 June 22 to August 30. Due to the narrow pavement width on Rebecca, it will be necessary to remove the parking meters from the south side of Rebecca, from John to James, to accommodate bus movements.

Hamilton Hydro has expressed concern about parking difficulties for the their customers as a result of the loss of these meters, and has asked if additional on-street parking could be provided in the immediate area.

Staff has concluded that the existing taxi stands and loading zones on the north side of Rebecca between John and Catharine are no longer required since the former GO Station terminal is vacant. Therefore, these regulations could be removed to provide an additional six parking meters. Also, the 15-minute parking meter duration is no longer appropriate and should be extended to 30 minutes to allow motorists to conduct short-term business in the area.

MBH

CVB/MBH/smg

2(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 25
File No. TEC-089-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 95 Bond Street South - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Bond Street South commencing at a point 52 feet south of Marion Avenue and extending to a point 22 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

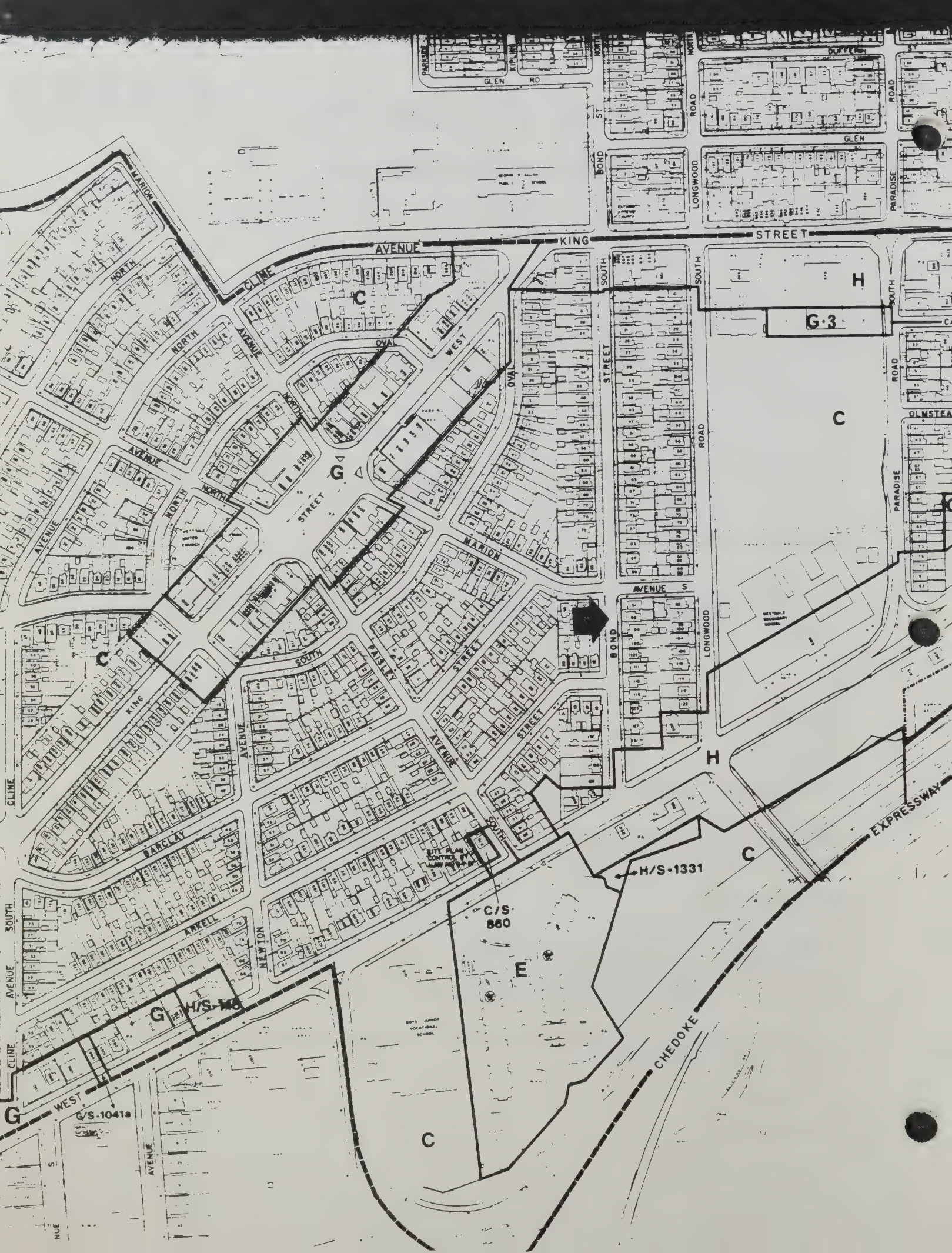
BACKGROUND:

Staff has received a request from Cornelia Prins, No. 95 Bond Street South, that the existing "Permit Parking" regulation on the east side of the street in front of her home be removed since she has moved. Therefore, it would be appropriate to remove the signs.

The removal of the subject regulation will restore one unrestricted on-street parking space to the east side of the street.

MH

CVB/MBH/smg


KING STREET
CLINE AVENUE
MARION AVENUE NORTH
AVENUE NORTH
OVAL WEST
STREET
AVENUE
OVAL
STREET
SOUTH
ROAD
BOND
LONGWOOD
PARADISE
OLMSTEAD
ROAD
AVENUE S.
MARION
PAISLEY
STREET
AVENUE
SOUTH
KING
CLINE
BARCLAY
ARKELL
NEWTON
AVENUE
SOUTH
CLINE
WEST
G/S-1041a
H/S-1331
C/S-860
EXPRESSWAY
CHEDOKE
G-3
H
C
E
G

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 21
File No. TEC-075-97 / Author: S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Monteagle Court and Dungannon Place - Corner Clearance

RECOMMENDATION:

That a "No Stopping" corner clearance be implemented on the south side of Monteagle Court commencing at Dungannon Place and extending to a point 52 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

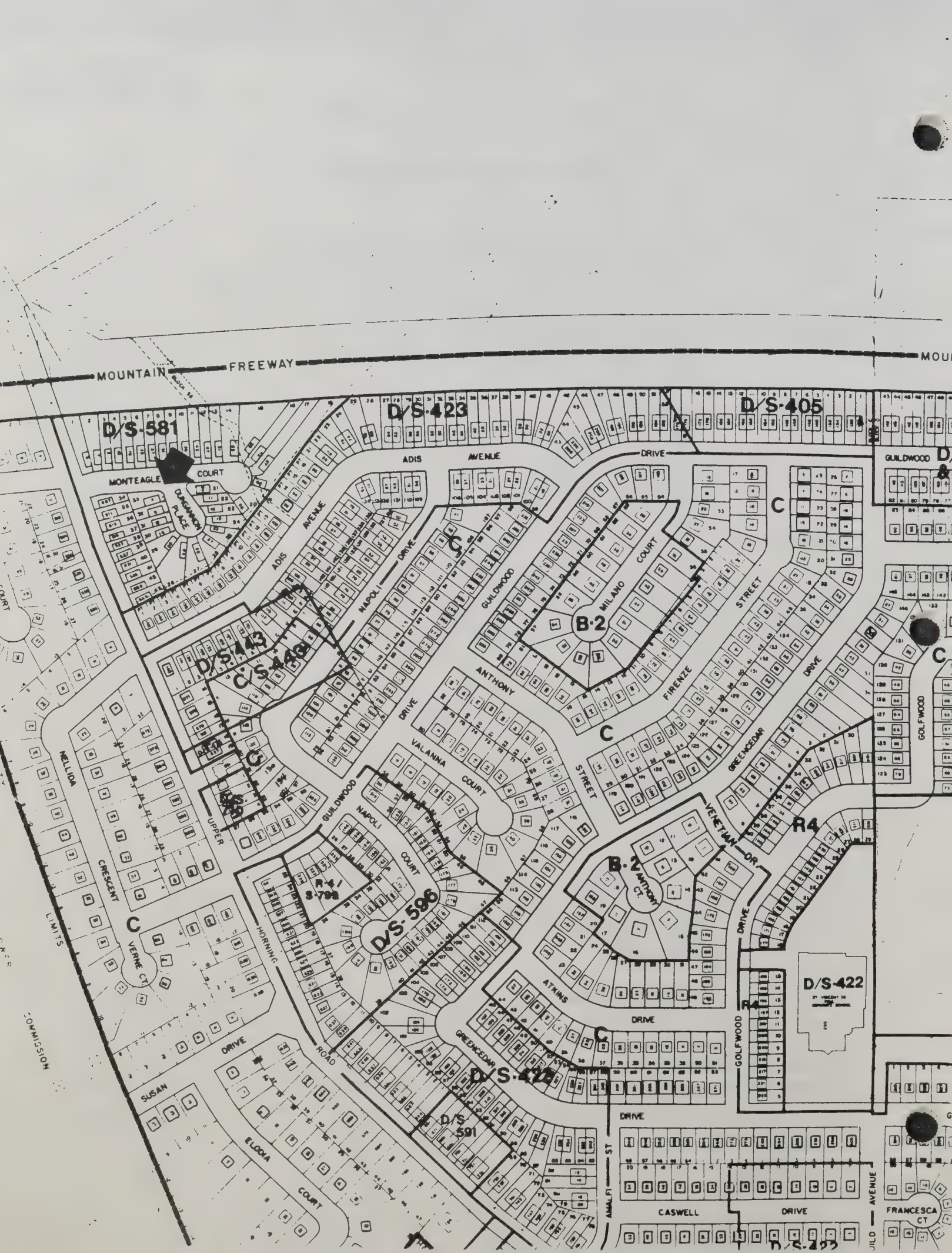
Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Mr. D. Lavalee, 4 Dungannon Place, that a corner clearance be implemented on the south side of Monteagle, west of Dungannon. Mr. Lavalee has expressed concern that parked vehicles in this area obstruct visibility of northbound motorists on Dungannon attempting to enter Monteagle.

Monteagle has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that motorists' visibility is obstructed to some degree by parked vehicles in this area. The implementation of the requested regulation would result in a loss of only one on-street parking space. However, in the interest of public safety, and since virtually all homes in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with this request.

CVB/MBH/kg


MOUNTAIN FREEWAY
D/S-581
D/S-423
D/S-405
MONTEAGLE COURT
DUNCANNON PLACE
ADIS AVENUE
DRIVE
GUILDWOOD
NAPOLI
COURT
B-2
MILANO
STREET
FIRENZE
ANTHONY
VALANNA
GREENCEDAR
VENETIAN DR.
R4
D/S-143
C/S-448
D/S-596
R-1/S-798
D/S-422
D/S-591
NELLIDA
CRESCENT
UPPER
VERNE CT.
HORNING
ROAD
SUSAN
ELODIA
COURT
ATKINS
GOLFWOOD
CASWELL
FRANCESCA CT
AVENUE
LIMITS
COMMISSION

2(8)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 16
File No. TEC-073-97 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Barlake Avenue and Hollydene Place - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Barlake Avenue and Hollydene Place and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

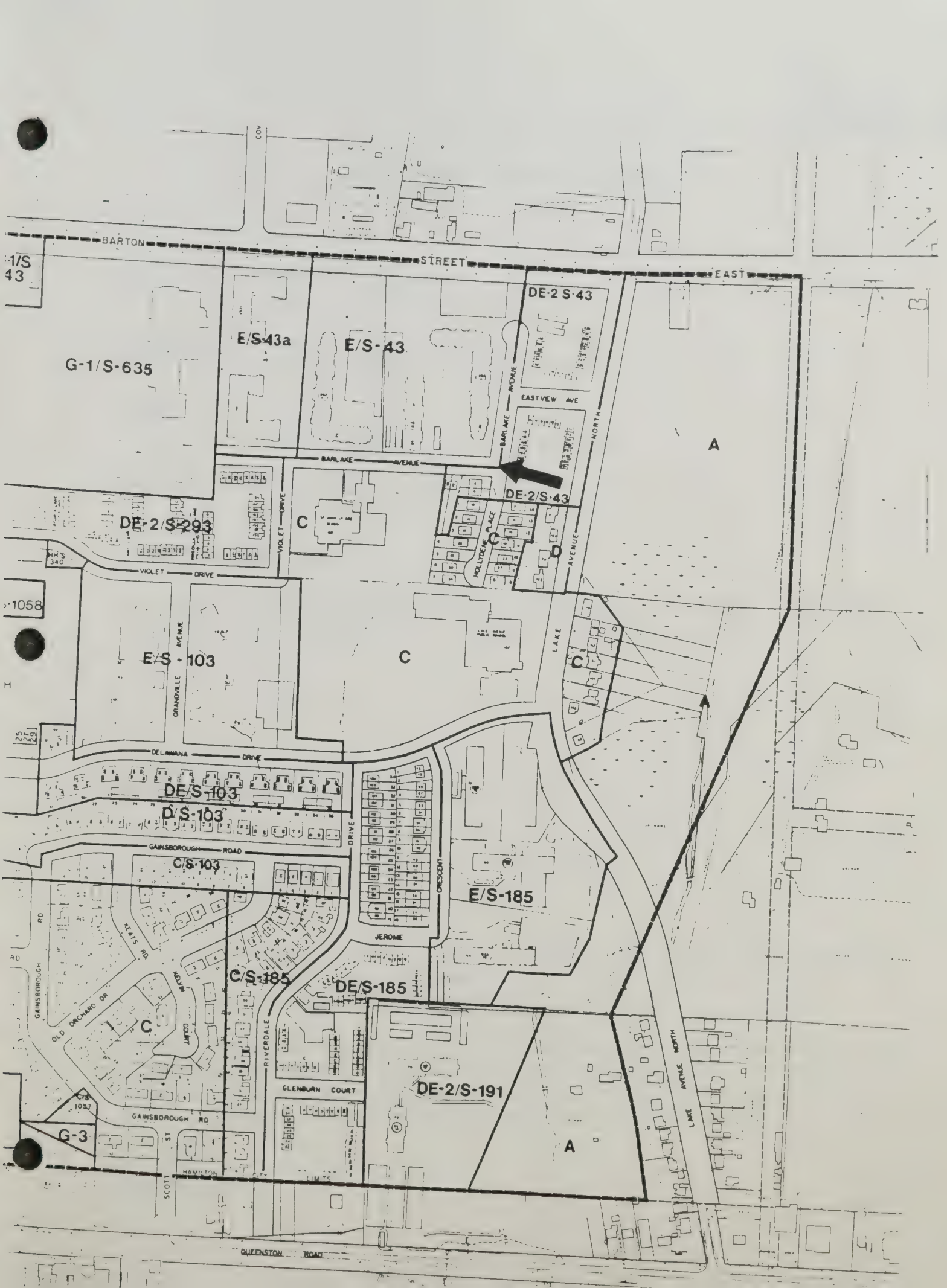
BACKGROUND:

Staff has received a request from the Lake Avenue School Council to investigate the need for a School Crossing Guard at the intersection of Barlake Avenue and Hollydene Place. This location is a "T" type intersection currently controlled by an eastbound stop and is in close proximity to St. Joan of Arc and Lake Avenue Schools.

Vehicular and pedestrian studies were undertaken at the intersection on 1997 March 03. The studies included the monitoring of children crossing Barlake and Hollydene and the number of vehicles using both roadways. During the morning crossing period, 49 children were observed crossing Barlake and none crossing Hollydene, while in the evening period, 47 children crossed Barlake and 3 crossed Hollydene. During the morning peak hour there were only 68 vehicles in a half hour period and 113 vehicles in the afternoon peak period, travelling along Barlake. During both survey periods there were adequate gaps for children to cross the roadway.

Based on staff observations, it has been concluded that a School Crossing Guard is not required at this time. However, it was noted that several southbound motorists, making right turns onto Barlake did so without regard to pedestrians and without stopping before turning, creating conflicts with pedestrians. The intersection meets at least one of the criteria respecting the use of all-way stop control due to its proximity to Lake Avenue and St. Joan of Arc Schools. Therefore, in order to alleviate these conflicts, staff recommends that all-way stop controls be implemented at this intersection and the Lake Avenue School Council concurs with the recommendation.

MH


BARTON STREET EAST
G-1/S-635
E/S-43a
E/S-43
DE-2 S-43
EASTVIEW AVE
BARLAKE AVENUE
BARLAKE AVENUE NORTH
A
DE-2/S-43
DE-2/S-293
VIOLET DRIVE
C
D
HOLLYDENE PLACE
E/S-103
GRANDVILLE AVENUE
LAKE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
JEROME CRESCENT
C/S-185
DE/S-185
KEATS RD
OLD ORCHARD DR
GAINSBOROUGH RD
RIVERDALE
GLENBURN COURT
DE-2/S-191
LAKE AVENUE NORTH
G-3
HAMILTON
SCOTT ST
LIMITS
QUEENSTON ROAD

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 14
File No. TEC-027-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Chipman Avenue and Jeremy Street - Intersection Control

RECOMMENDATION:

That southbound traffic on Jeremy Street be required to stop for eastbound and westbound traffic on Chipman Avenue, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Jean Wilkes, 76 Chipman Avenue, that stop control be implemented at the intersection of Chipman and Jeremy. The subject intersection is a "T" type intersection and presently there are no intersection control signs.

Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that southbound traffic on Jeremy be required to stop for eastbound and westbound traffic on Chipman.

CVB/MBH/smg

2(b)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 23
File No. TEC-085-97 / Author: D. Rieger/S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Upper James, Upper Kenilworth and Upper Ottawa Bus Routes - Bus Stop Removal, Relocation and Installation

RECOMMENDATION:

a) That the following Hamilton Street Railway bus stops be removed and relocated:

Route #27 UPPER JAMES

Delete - Eastbound	Limeridge Road West, south side, 545' west of West 5th Street (M/B); and
Delete - Eastbound	Limeridge Road West, south side, 58' west of West 5th Street (N/S); and
Add - Eastbound	Limeridge Road West, south side, 288' west of West 5th Street (M/B); and

Route #21 UPPER KENILWORTH

Add - Eastbound -	Limeridge Road East, south side, 118 feet east of Upper Ottawa Street (F/S); and
Delete - Eastbound -	Limeridge Road East, south side, 29 feet west of Upper Kenilworth Avenue (N/S); and
Add - Northbound -	Upper Kenilworth Avenue, east side, 217 feet north of Limeridge Road East (M/B) - recovery point; and

Delete - Eastbound -	Limeridge Road East, south side, 108 feet east of Upper Kenilworth Avenue (F/S); and
Add - Southbound -	Upper Kenilworth Avenue, west side, 217 feet north of Limeridge Road East (M/B) - recovery point; and

Route #22 UPPER OTTAWA

Add - Eastbound -	Unsworth Drive, south side, 108 feet east of Upper Ottawa Street (F/S); and
Add - Northbound -	Hempstead Drive, east side, 200 feet north of the north curb line (projected) of Unsworth Drive (M/B); and
Add - Eastbound	Hempstead Drive, south side, 36 feet west of Nebo Road (N/S); and
Delete - Northbound	Pritchard Road, east side, 261 feet north of the centre line of Rymal Road East (M/B); and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

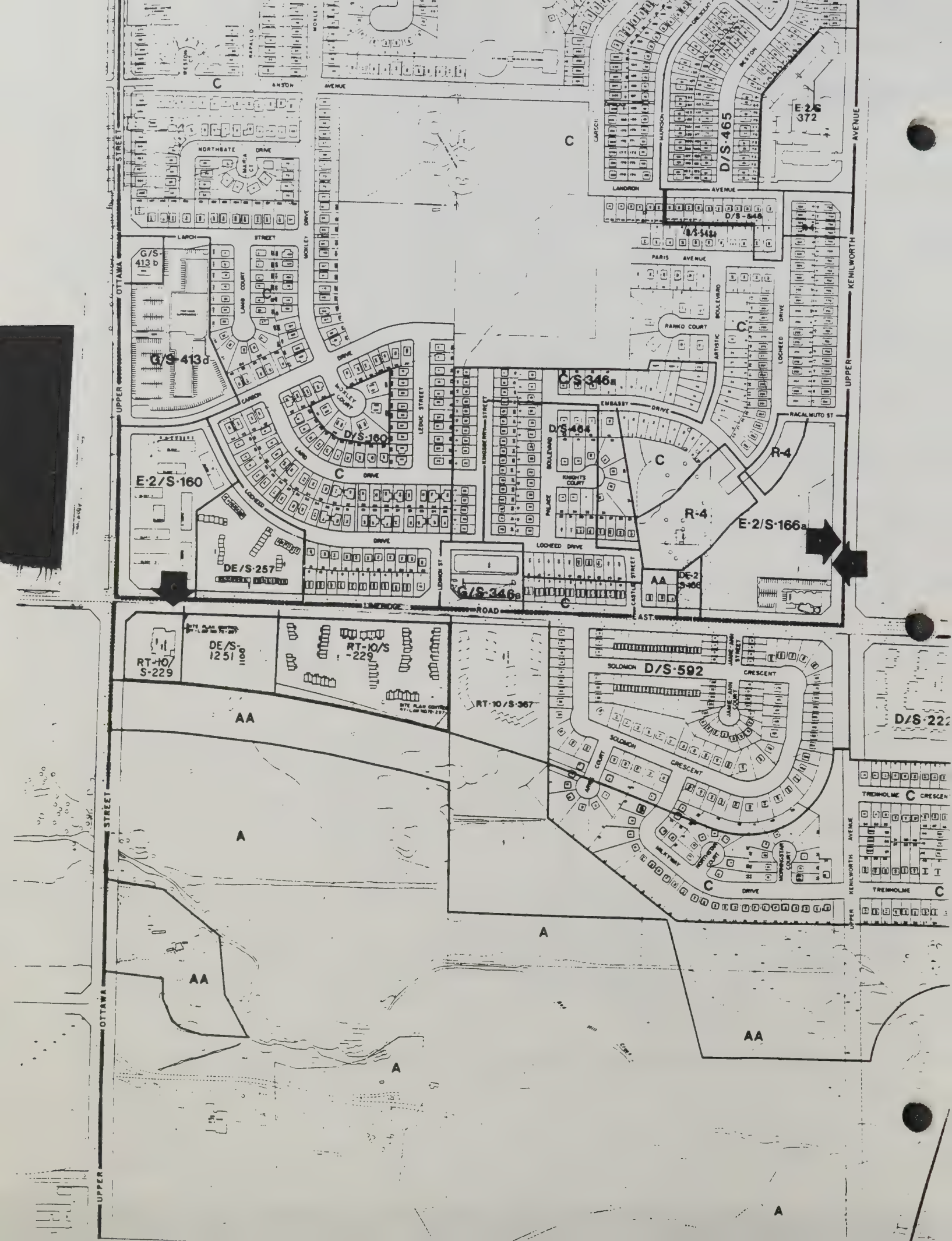
BACKGROUND:

The Hamilton Street Railway has requested that, in conjunction with the closure of Limeridge and the subsequent realignment of Route 27 UPPER JAMES, Route 21 UPPER KENILWORTH, and Route 22 UPPER OTTAWA, effective June 22, 1997, the above noted bus stops be removed, relocated and installed.

The proposed bus stop locations are satisfactory from a traffic point of view. There will be no loss of on-street parking as the subject locations are presently signed with a "No Parking" or "No Stopping" regulation.

CVB/MBH/smg

C/S-41
LYNBROOK DRIVE
SOUTHLEA
WESTMOUNT
MIAMI DRIVE
CLEARWATER DR
TYRONE
DRIVE
WEST 5TH STREET
MONTCALM DRIVE
C
TAMPA CT
MARRIOTT PL
PELHAM CT
SARASOTA AVENUE
MOUNTBATTEN DRIVE
BURRWOOD DRIVE
ROLSTON DRIVE
JAMESTON
AA
CORALRIDGE COURT
ELKWOOD DRIVE
ELKWOOD CT
E/S-69a
C/S-69a
C
D
LIMERIDGE ROAD
WEST
D/S-211
D/S-255
D/S-211
D
AA
D/S-314
RT-10/
S-314
RT-10/
S-489
AA
DE-2/S-
76a
DE/S-
112
RT-20/S-351
D/S-117
D/S-111
C
D/S-121
D/S-152
SITE PLAN CONTROL
BY-LAW No 71-158
MOUNTAIN FREEWAY
STAGE 1
STAGE 2


C
ANSON AVENUE
NORTHGATE DRIVE
MARINA CT
WESTON
RAPALLO
MORLEY
STREET
D/S-465
E-2/S-372
LANDRON AVENUE
D/S-548
D/S-548a
PARIS AVENUE
G/S-413b
LARCH STREET
LAND COURT
MORLEY DRIVE
UPPER OTTAWA
G/S-413d
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
KENILWORTH AVENUE
C/S-346a
EMBASSY DRIVE
RACALMUTO ST
D/S-160
LEDUC STREET
KENSDALE STREET
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
R-4
E-2/S-160
E-2/S-166a
DE/S-257
G/S-346b
CASTLE STREET
AA
DE-2/S-166
LYNDHURST ROAD
EAST
RT-10/S-229
DE/S-125
RT-10/S-367
SOLOMON D/S-592
JAMIE-ANN COURT
CRESCENT
D/S-22
TRENHOLME
A
AA
MILKYWAY
MORNINGSTAR COURT


STONE CHURCH ROAD EAST
M-11
M-14/S-1120
M-14/S-1013
M-14/S-1048
M-14
M-14/S-904
M-14/S-429
1423
1435
M-12/S-1182
1447
M-14
HEMPSTEAD DRIVE
M-14/S-1181
M-14/S-866
M-14/S-1238
M-14
1475
M-14/S-1124B
M-14/S-1263
M-14/S-1093
M-12/S-1135B
M-12/S-1159
60
M-14/S-1174
M-12
M-14/S-1237
M-14
LANCING DRIVE
M-14/S-882
M-14
M-11
M-11/S-1311
1167
M-11/S-1106
M-11
M-12/S-899
1245
M-12/S-646
M-12/S-1038
1275
M-12
RYMAL ROAD EAST
NEBO ROAD
OTTAWA STREET
UPPER
CANADIAN NATIONAL RAILWAYS

2(b)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 23
File No. TEC-081-97 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Relocation of the School Crossing Guard on Melvin Avenue, east of Brunswick Street

RECOMMENDATION:

a) That the supervised school crossing on Melvin Avenue be relocated from 60 feet east of Brunswick to the intersection of Brunswick Street and Melvin Avenue; and,

b) That parking be allowed on the north side of Melvin Avenue between Brunswick Street and Osborne Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and revisions to the pavement markings.

BACKGROUND:

Staff has received a request from Mr. Soolaga Kelian, owner of Alins Food, 471 Melvin Avenue, to relocate the mid-block school crossing guard on Melvin, east of Brunswick in order to allow parking in front of his store.

Melvin has a 44-foot pavement width, and presently, parking is prohibited on both sides of the street, except on the north side in front of Mr. Kelian's store where stopping is prohibited in accordance with the general provision in the City Traffic By-law, which prohibits stopping within 50 feet of a school crossing location.

Staff has reviewed the travel patterns of school children from Hilldsale and Hillcrest Public Schools and conclude that relocating the school crossing guard would be appropriate. The presence of the School Crossing Guard at the intersection will allow supervision for children crossing Brunswick, currently not provided. In addition, the location of the guard and the subsequent pedestrian activity at the intersection will improve safety for children crossing Melvin as motorists are more aware of this activity at an intersection versus a mid-block location. The Principals of both schools have been contacted regarding this matter and both have advised they support this request.

The traffic volumes on Melvin, which is a four-lane roadway, are very light and this section of Melvin is no longer a bus route. Therefore, it is also concluded that the "No Parking" regulation in this block could be removed to allow parking in front of Mr. Kelian's business and the other variety store and two vacant commercial properties in this block. If the residents in the blocks to the east and west wish to also allow parking in the future, staff would be prepared to consider such a request.

CVB/MBH/smg

CANADIAN NATIONAL RAILWAY
WALMER ROAD
VANSITMART AVENUE
EMBURY COURT
BARTON STREET
WOODWARD AVENUE
HEATH STREET
EASTWOOD AVENUE
SUMACH STREET
NORTH SHERMAN AVENUE
CAVALIER DRIVE
NUGENT ROAD
BANCROFT STREET
EAST
H/S-922
C/S-1098

2(B)(iii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 23
File No. TEC-082-97 / Author: D. Rieger/S. Russell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanatorium Bus Route - Bus Stop Installation

RECOMMENDATION:

(a) That the following Hamilton Street Railway bus stop be installed:

Route #33 SANATORIUM

Add - Southbound - MacNab Street South, west side of the east leg, 20 feet north of Main Street West.

(b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

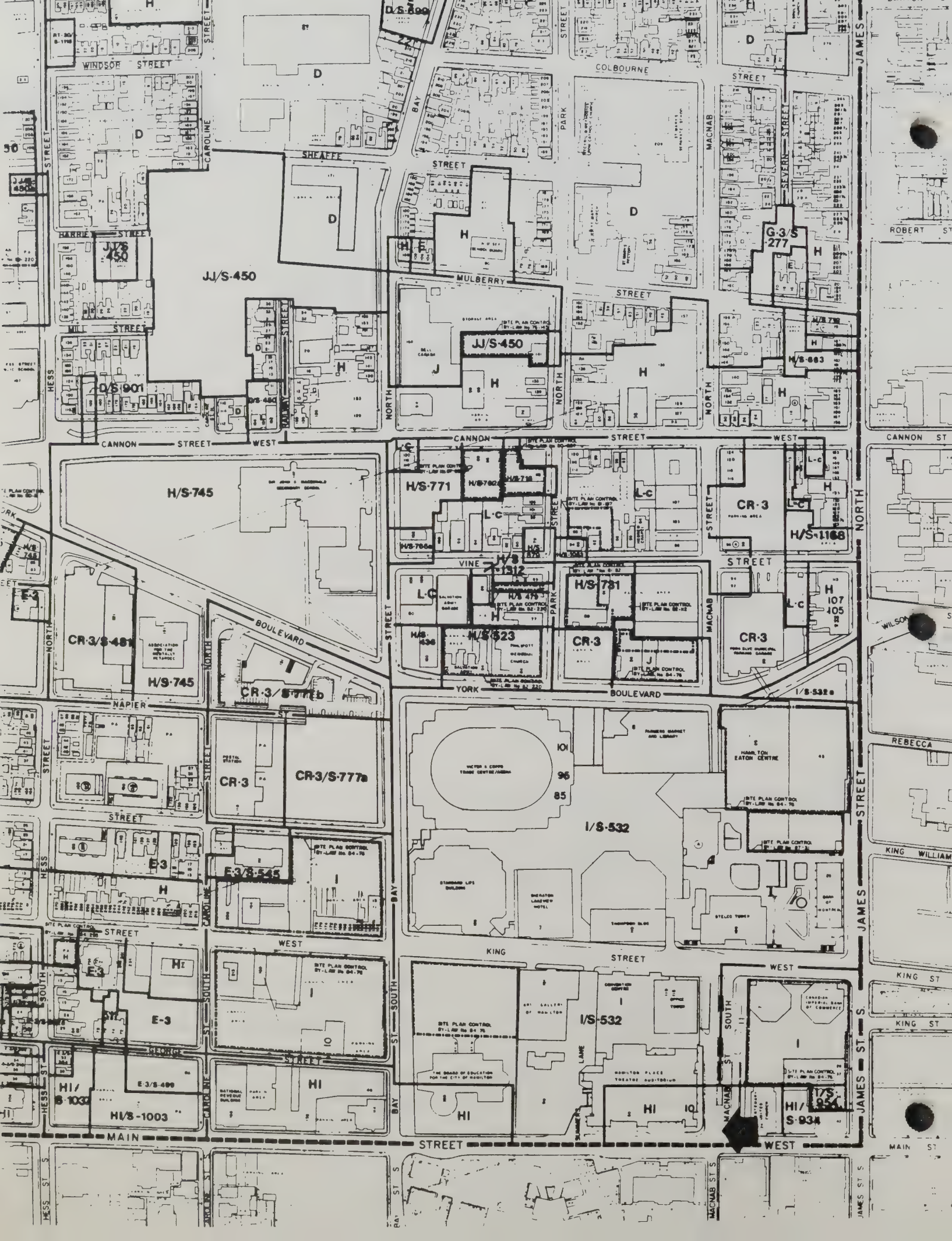
Sufficient funds have been made available in the 1997 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton Street Railway has requested that in conjunction with the re-alignment of Route 33 SANATORIUM, effective June 22, 1997, the above-noted bus stop be installed. The installation of this bus stop will help ensure convenient transfer connections between routes.

The proposed bus stop location is satisfactory from a traffic point of view. There will be no loss of on-street parking as this area is presently signed with a "No Stopping" regulation.

CVB/MBH/kg


WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
CANNON STREET WEST
VINE STREET
YORK BOULEVARD
NAPIER ST
KING STREET WEST
MAIN STREET WEST
JAMES ST S
JJ/S-450
H/S-745
H/S-771
H/S-781
H/S-523
H/S-1168
CR-3
CR-3/S-481
CR-3/S-777a
E-3
E-3/S-545
E-3/S-499
I/S-532
HI
HI/S-1003
HI/S-934
D/S-1901
G-3/S-277
H/S-663
L-C
BAY
PARK
MACNAB
CAROLINE
HESS
JAMES
NORTH
SOUTH
ROBERT ST
CANNON ST
REBECCA
KING WILLIAM
KING ST
MAIN ST

2(b)(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 25
T103 51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Public Works and Traffic Department

SUBJECT: Encroachment Agreements (R-97-22)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations as in Appendix "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

for E.M. Gill
Senior Director
Roads Division

D. Lobo
Commissioner
Public Works and Traffic

Cont'd...

Encroachment Agreements

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

APPENDIX 'A' Council Date: 1997 May 13

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual Fee	File Number
East Avenue North	119 East Avenue North	G. & K. Gannon	Encroachment of portion of veranda measuring 6.66m x 0.27m and steps measuring 1.06m x 1.33m onto the East Ave. N. road allowance.	$158.00/$20.00	T103-50(1241)
Catharine Street	390 Catharine Street	J. & J. Amore	Encroachment of steps measuring 1.6m x 1.2m onto the Catharine St. road allowance.	$184.00/$20.00	T103-50(1259)
Grant Avenue	95 Grant Avenue	M. & A. Weiler	Encroachment of front porch and steps measuring 3.0m x 0.3m onto the Grant Ave. road allowance.	$184.00/$20.00	T103-50(1294)
Roxborough Avenue	130-136 Kenilworth Avenue	1150683 Ontario Limited	Encroachment of landscaping consisting of three Maple Trees measuring 3m x 30m onto the Roxborough Ave. road allowance.	$264.00/$20.00	T103-50(1296)
Mary Street	194 Mary Street	C. & D. Santos	Encroachment of steps measuring 1.22m x 0.53m onto the Mary St. road allowance.	$184.00/$20.00	T103-50(1297)
Bold Street	123 & 125 Bold Street	Bold Street Holdings Ltd.	Encroachment of 2 sets of steps measuring 1.5m x 0.15m onto the Bold St. road allowance.	$184.00/$20.00	T103-50(1298)
Rosemont Avenue	45 Rosemont Avenue	M. & A. Kuzmenco	Encroachment of concrete steps measuring 1.5m x 0.5m onto the Rosemont Avenue road allowance.	$184.00/$20.00	T103-50(1300)
Aikman Avenue	14 Aikman Avenue	J. & C. Bacelo	Encroachment of steps measuring 1.5m x 1m onto the Aikman Ave. road allowance.	$184.00/$20.00	T103-50(1301)
Strachan Street East	111 Strachan Street East	E. & E. Reesor	Encroachment of front porch measuring 6.5m x 0.5m and steps measuring 1.5m x 1m onto the Strachan St. E. road allowance.	$184.00/$20.00	T103-50(1302)

2(B)(iv)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1997 April 25
(T119-1543 - M. Trink)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Division

SUBJECT: Valley Inn Road, Bridge over Grindstone Creek -
Maximum Weight Restriction (R-97-27)

RECOMMENDATION:

(a) That the existing weight restriction on the Valley Inn Road bridge over Grindstone Creek be revised to a maximum of 5 tonnes.

(b) That the City Traffic By-law 89-72 be amended accordingly.

D. Lobo
Commissioner of Public Works and Traffic

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

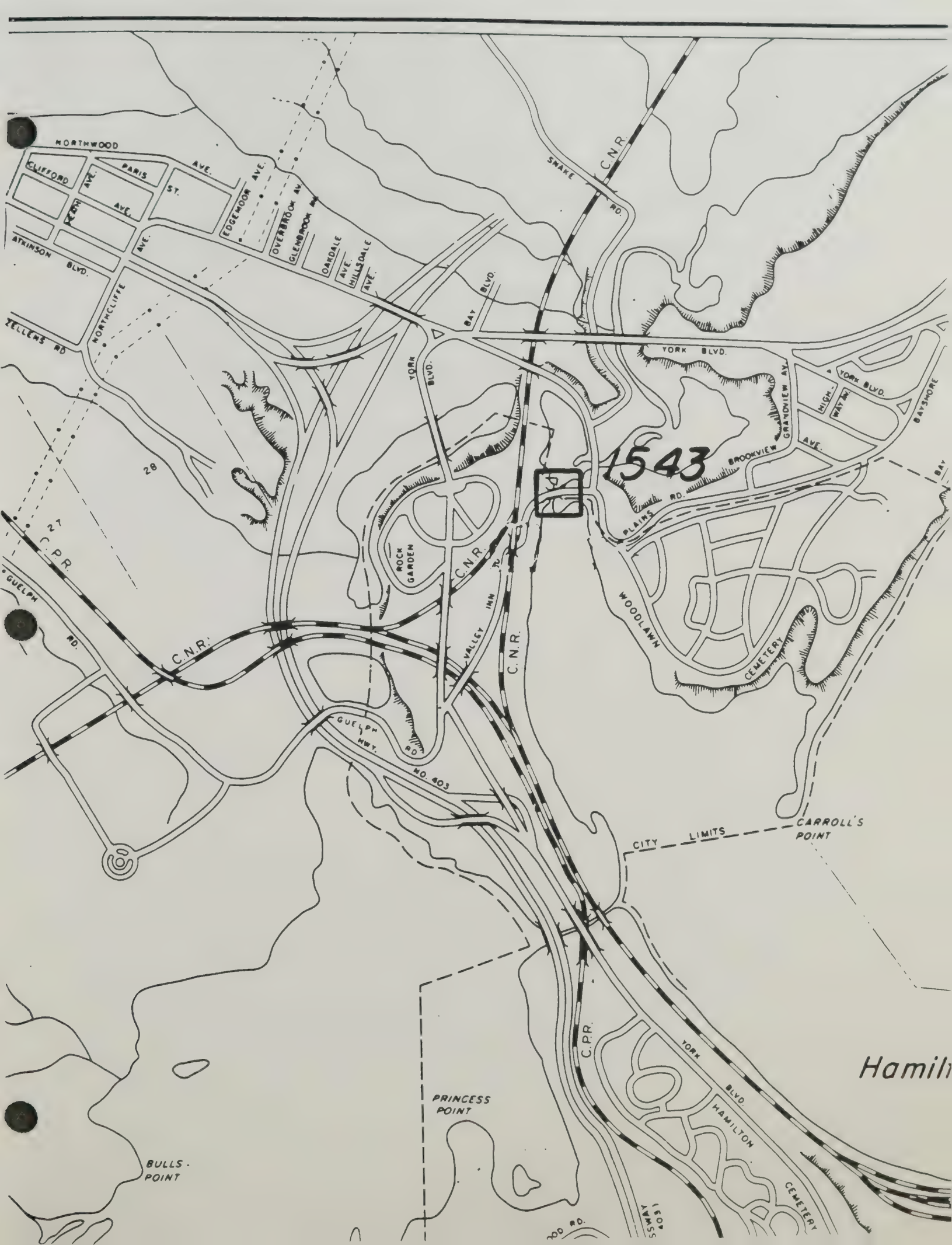
N/A

BACKGROUND:

The Valley Inn Road bridge over Grindstone Creek is on the border between Hamilton and Burlington. At present, it is posted with a 2 tonne maximum weight restriction. It was approved for a maximum weight restriction of 13.5 tonnes by City Council in 1981. Our records no longer explain why this discrepancy exists.

In 1993 the Region of Hamilton-Wentworth and the City of Burlington coordinated to retain C.C. Parker Consultants Limited to carry out a structural evaluation of the Valley Inn Road bridge. Calculations for assessing the safe load carrying capacity of the bridge superstructure were performed in accordance with the requirements of the Ontario Highway Bridge Design Code, 1983. Based on this evaluation, the recommended maximum weight restriction is 5 tonnes. Valley Inn Road is a boundary road with the City of Burlington, and the City of Burlington has advised that their by-law currently reflects a maximum weight restriction of 5 tonnes for the subject bridge. Staff has reviewed this matter and concurs with the findings of the C.C. Parker report which recommends a maximum weight restriction of 5 tonnes.

:mt


NORTHWOOD
CLIFFORD AVE.
PARIS AVE.
ST.
AVE.
ATKINSON BLVD.
EDGEWOOD AVE.
OVERBROOK AV.
GLENBROOK AV.
OARDALE AVE.
HILLSDALE AVE.
NORTHCLIFFE
YELLENS RD
BAY BLVD.
SNAKE RD.
C.N.R.
YORK BLVD.
YORK BLVD.
YORK BLVD.
HIGH-WAY 2
GRANDVIEW AV.
BROOKVIEW AVE.
BAYSHORE
543
PLAINS RD.
BAY
28
27
C.P.R.
GUELPH RD.
C.N.R.
ROCK GARDEN
C.N.R.
VALLEY INN RD.
C.N.R.
WOODLAWN CEMETERY
GUELPH HWY. NO. 403
CITY LIMITS
CARROLL'S POINT
C.P.R.
YORK BLVD.
HAMILTON CEMETERY
PRINCESS POINT
BULLS POINT
Hamil

BILL NO. A -

BY-LAW NO. 97 -

TO AMEND BY-LAW NO. 89-72 TO REGULATE TRAFFIC

THE COUNCIL OF THE CORPORATION OF THE CITY OF HAMILTON ENACTS AS FOLLOWS:

TRAFFIC

1. **Schedule 7 (Weight Restrictions on Certain Bridges)** of By-law 89-72 To Regulate Traffic passed on the 13th day of May 1997 is hereby amended by adding thereto the following items, namely:-

"Valley Inn Road, bridge over Grindstone Creek 5 tonnes".

2. **Schedule 7 (Weight Restrictions on Certain Bridges)**is hereby amended by deleting therefrom the following item, namely:-

"Valley Inn Road, bridge over Grindstone Creek 13.5 tonnes".

PASSED this day of A.D. 1997.

CITY CLERK MAYOR

2(B)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 24
S701-74, M.P. Sabelli, C.E.T.

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic
Department of Public Works and Traffic

SUBJECT: 1997 Servicing Expenditures Related to Subdivisions
(R-97-28)

RECOMMENDATION:

a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"ALLISON ESTATES - PHASE 2", Hamilton

City's Share - $ 29,679.08, Owner's Share - $ 245,830.11

be approved.

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Allison Estates - Phase 2", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.

c) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

Cont'd...

Cont'd...

d) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered, they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

e) That the City's share of servicing "Allison Estates - Phase 2" subdivision at an estimated cost of $29,679.08 be financed from the Account Centre No. 00107 - Reserve for Services Through Unsubdivided Lands.

f) That the Commissioner of Transportation be directed to prepare a By-Law to stop up, close and retain:

(i) The most northerly 0.30 metres of Kirkfield Road, from the most easterly limit of Lot 66, Registered Plan 1013, westerly to a distance of approximately 12.00 metres, and

(ii) The most southerly 0.30 metres of Kirkfield Road, from the most easterly limit of Lot 67, Registered Plan 1013, westerly to a distance of approximately 12.00 metres.

g) That the Commissioner of Transportation be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closings described in f)(i) and f)(ii) above, pursuant to Section 44 of the Regional Municipality Act R.S.O. 1990.

h) That the Commissioner of Transportation be authorized and directed to prepare and register a reference plan under the Registry Act, for the purpose of closing the road described in f)(i) and f)(ii) above.

Cont'd...

Cont'd...

i) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-Law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990.

D. Lobo
Commissioner
Public Works and Traffic

for J.D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The net amount to be financed from all 1997 projects related to subdivision expenditure, including this recommendation is $ 182,481.75. The 1997 Capital Budget includes a provision of $800,000.00 for the City's share of subdivision expenditures in 1997.

The total estimated cost of the City's share of services to be approved at this time for "Allison Estates - Phase 2" is $29,679.08, which is associated with above ground municipal works on Kirkfield Road adjacent to lands outside the plan of subdivision. The City's share is related to works on Kirkfield Road outside the limits of the plan and has been calculated in accordance with the City's Stub Street Policy. A portion of the City's share, approximately 30% ($ 8,904.05) is recoverable through the mechanism of 0.30 metre reserves, as the properties abutting Kirkfield Road have the potential to create one (1) lot each on this road through land severance.

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Cont'd...

BACKGROUND:

On 1993 February 9, City Council in adopting Section 10 of the 3rd Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Allison Estates", under the condition that the Owner, 200 Rymal Road Inc. enter into a subdivision agreement with the City of Hamilton. "Allison Estates - Phase 2" is a smaller portion of the original approved draft plan.

The Owners wish to proceed with the development of "Allison Estates - Phase 2" at this time which will result in the creation of thirty-two (32) lots for single family dwellings.

An estimate of costs has been calculated in accordance with current City cost sharing policy and has been approved by the Manager of Development and there will be a City share as discussed in the Financial section of this report.

The Owner, 200 Rymal Road Inc. is required to construct a finished roadway, including sidewalks and curbs on Kirkfield Road (an existing public highway, outside the limits of the Final Plan of Subdivision with no physical roadway) to provide access from Springside Drive to the subject lands to be developed. This portion of Kirkfield Road extends along the flankage of two (2) existing lots for a distance of approximately 41 metres.

Since Kirkfield Road was dedicated by plan of subdivision as a public highway, the construction of these services would normally be done under the provisions of the Local Improvement Act. The owner has attempted to have the two (2) abutting owners petition for these works under Section 11 of the Local Improvement Act but was unsuccessful as the two (2) owners refused to sign. The owners are unwilling to contribute to the cost of the roadway under the Local Improvement Act at this time as they do not derive any benefit from the road. However, due to the depth of the lots, there exists in the future, the potential for both properties to each create a new lot fronting on Kirkfield Road by land severance.

1997 April 24

1997 Servicing Expenditures Related to Subdivisions (R-97-28)

Cont'd...

As the local was turned down, staff recommend that the City treat this situation as a "Stub Street" and have the City pay the cost of the road upfront and establish 0.30 metre reserves for the purpose of restricting access and recovering servicing costs in the future. For the information of the Committee, a 29.47 metre portion of Kirkfield Road, adjacent to the existing lots will remain open so that the land owners can maintain access to both Kirkfield Road and Springside Drive as these are corner lots.

The lands of "Allison Estates - Phase 2" are located on the south side of Rymal Road East and west of the proposed extension of Upper Wellington Street in the Allison Planning Neighbourhood.

MPS
(Attach.)

cc: Finance and Administration Committee
Att: Alderman B. Charters
Att: Susan K. Reeder, Secretary

cc: City Treasury Department
Att: A.C. Ross
Att: N. Adhya

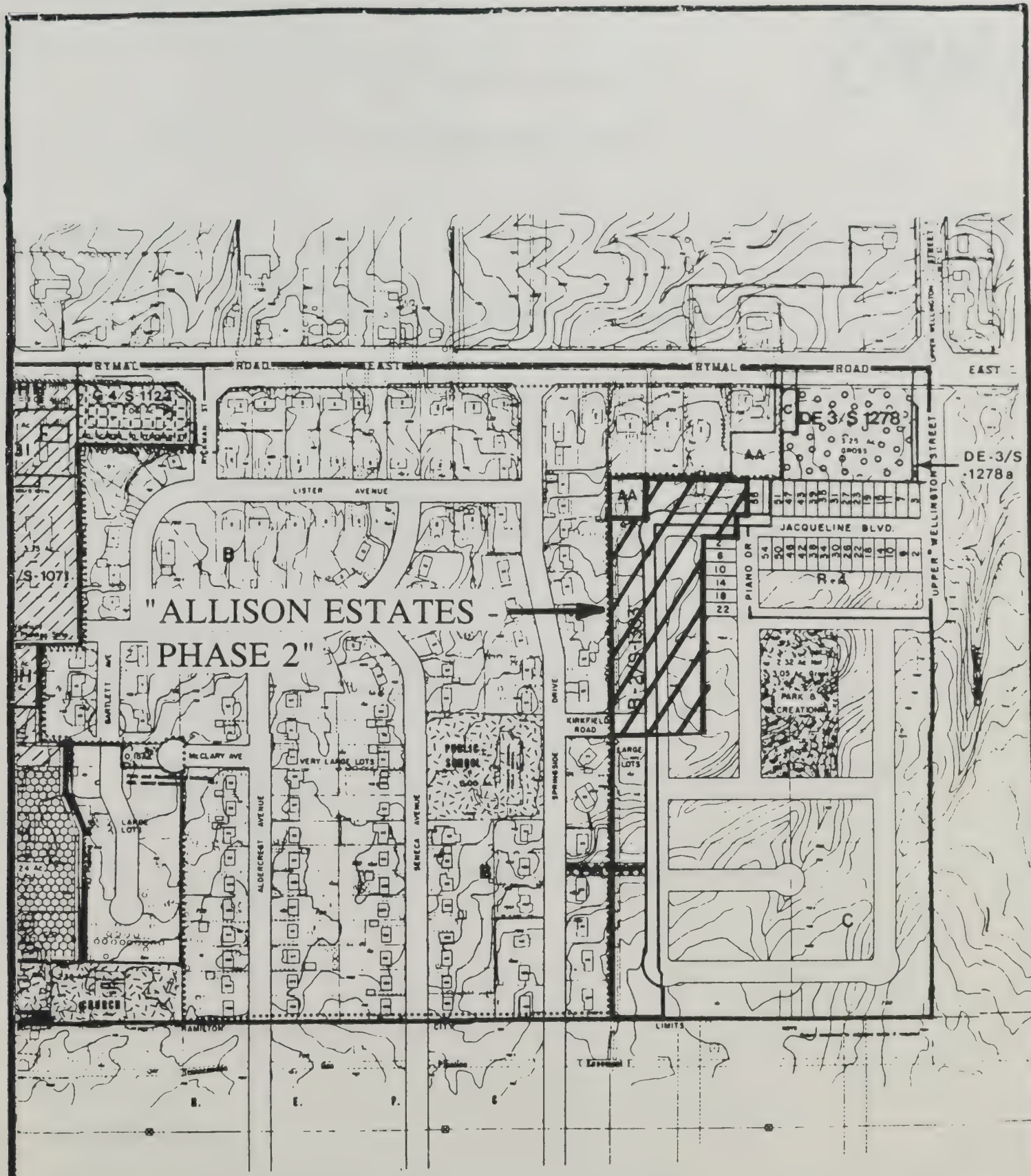
cc: Regional Roads Department
Att: G. Aston
Att: K. Lau

cc: Regional Environment Department
Att: J. Thoms
Att: G. Paparella

1997 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
"ALLISON ESTATES -	32 LOTS	COUNCIL	Catch Basins &					
PHASE 2"	HAMILTON	93 FEB 09	Connections	$1,832.73	$4,275.61	$6,108.02		
200 RYMAL ROAD INC.		P&D	Curbs & Sidewalks	$2,993.78	$6,985.48	$9,979.26		
URBEX ENGINEERING LTD.		03-93	Finished Roads	$3,208.30	$7,485.70	$10,694.32		
W. BRUCE CLARK, O.L.S.		SECTION 10	Sewers & Watermains	$0.00	$0.00	$0.00		
FILE NO. S701-74			Seeding/Sodding	$419.24	$978.24	$1,397.48		
M.P. SABELLI, C.E.T.			Street Lighting	$450.00	$1,050.00	$1,500.00		
			Dead End Barricades	$0.00	$0.00	$0.00		
			Fencing	$0.00	$0.00	$0.00		
			TOTAL	$8,904.05	$20,775.03	$29,679.08	$245,830.11	$275,509.19
TOTALS:				$8,904.05	$20,775.03	$29,679.08	$245,830.11	$275,509.19

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



ALLISON

KEY PLAN

NTS

NORTH

APPROVED PLAN

2(b)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 24

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: Local Improvement By-Law
Construction of Independent Concrete Sidewalks
on Stone Church Road East Between Upper Ottawa Street
and Dartnall Road

RECOMMENDATION:

That the attached By-law be enacted to authorize construction of local improvements of an independent concrete sidewalk,

a) on the north side of Stone Church Road East from Upper Ottawa Street to approximately 550 m easterly (east limit of #1249 Stone Church Road East) and,

b) on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Construction of these sidewalks as local improvements was authorized by Council on 1997 March 11, in adopting Item 23 of the 3rd Report of the Transport & Environment Committee and Item 6 of the 4th Report of the Finance and Administration Committee. Pursuant to that direction, in accordance with the provisions of the Local Improvement Act, Notice of this City initiative was published in The Spectator and served upon the adjacent property owners. As no petition against the proposed Local Improvements was received, the City is entitled under the Local Improvement Act to enact this By-law to authorize the

works and the collection of the abutting owners' share of the costs by an annual charge added to the tax roll.

The attached By-law is in a form satisfactory to the City Solicitor.

RPM/rb
Attach.

c.c. D. Y. Onishi, Director, Design & Construction, Transportation Department
c.c. A. Ross, City Treasurer, Attention: M. Chandrashekar
c.c. P. Noé Johnson, City Solicitor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 97-
To Authorize:

1. The construction as Local Improvements as a City initiative (without petition) under Section 12 of the Local Improvement Act of independent concrete sidewalks:

   a) on the north side of Stone Church Road East from Upper Ottawa Street to approximately 550 m easterly (east limit of #1249 Stone Church Road East) and,

   b) on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road as described in Schedule "A";

2. The imposition of a special assessment upon the lands of the abutting owners in respect of the abutting owners' portion of the cost of the works;

3. The preparation of plans, specifications, and reports and the supervision of the construction by the Commissioner of Transportation.

WHEREAS the Council of The Corporation of the City of Hamilton did decide to authorize preparation of this By-law because it is expedient to undertake the works hereinafter described as local improvements, without petition on the initiative of Council, (Item 23 of the 3rd Report of the Transport and Environment Committee on March 11, 1997);

AND WHEREAS the Council of The Corporation of the City of Hamilton did authorize that the Corporation's portion of the cost of the proposed works be paid out of current revenues,
(Item 6 of the 4th Report of the Finance and Administration Committee on March 11, 1997);

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of the Local Improvement Act, R.S.O. 1990, Chapter L.26;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton intends to raise the Corporation's portion of the cost of the works out of its current revenues and to raise the abutting owners' portion of the costs by borrowing the required funds through the Region's issuance of debentures until said abutting owners' portion of the cost is paid by the special assessment;

AND WHEREAS the Regional Municipalities Act, R.S.O. 1990, Chapter R.8 provides (section 111) that "no area municipality has power to issue debentures", and that the Regional Council may borrow money for the purposes of any area municipality;

AND WHEREAS the Ontario Municipal Board Act, R.S.O. 1990, Chapter O.28, section 65, states that a municipality shall not authorize any work the cost of which is to be raised in a subsequent year or years until the approval of the Board has first been obtained;

AND WHEREAS the Local Improvement Act, (section 53(7)) states that the amount of monies borrowed in respect of the abutting owners' portion of the cost of the works "...shall not be deemed to be part of the existing debenture debt of the Corporation within the meaning of the provisions of the Municipal Act limiting the borrowing powers of the municipality";

AND WHEREAS Ontario Regulation 710/92 prescribed pursuant to the Municipal Act, R.S.O. 1990, Chapter M.45, establishes a limit for the City of Hamilton's debt obligations which do not require approval of the Ontario Municipal Board;

AND WHEREAS the financial commitments, liabilities and debts of the local improvement works listed herein, being financed by debentures to be issued by the Region on behalf of the City, together with the City of Hamilton's other financial obligations and debts, do not exceed the City's maximum permitted debt and financial obligation limit prescribed by Ontario Regulation 710/92 and therefore, approval of the Ontario Municipal Board to issuance of debentures by the Region hereinafter described is not required.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed (a) $73,000 and (b) $141,000 respectively.

2. The portion of the estimated cost of the works in the amount of (a) $53,408.04 and (b) $85,140.44 respectively shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre thereof (set out in Schedule "A" attached hereto,) shall be rated and specially assessed upon the lots abutting directly on the works, according to the extent of their respective frontages therein, by an equal special rate per metre of such frontage payable in equal annual instalments until fully paid.

3. Pending payment of the abutting owners' portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth on behalf of the City of Hamilton,

   (a) to the extent sufficient to provide an amount not exceeding $53,408.04 and $85,140.44 respectively.;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Transportation is hereby authorized to,

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 1997.

CITY CLERK MAYOR

(1997) 3 R.T.E.C. 23, March 11
(1997) 4 R.F.A.C. 6, March 11

SCHEDULE "A"

Construction of an independent concrete sidewalk

(a) on the north side of Stone Church Road from Upper Ottawa Street to approximately 550 m easterly (east limit of #1249 Stone Church Road East),

at the estimated cost not exceeding the following:

City's Share	$ 19,591.96
Abutting Owners' Share	53,408.04
TOTAL ESTIMATED COST	$73,000.00

(b) on the south side of Stone Church Road East from Upper Ottawa Street to Dartnall Road,

at the estimated cost not exceeding the following:

City's Share	$ 55,859.56
Abutting Owners' Share	85,140.44
TOTAL ESTIMATED COST	$141,000.00

Estimated Cost per metre frontage payable by the abutting owners in Fifteen (15) annual instalments	$98.00

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 April 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P. Eng.
Chief Administrative Officer

D. W. Vyce
Director of Property

SUBJECT: Option to Purchase from Canada Lands Company (CLC) Limited
Ferguson Avenue South

RECOMMENDATION:

(a) That an Option to Purchase by the City of Hamilton, duly executed by the owner Canada Lands Company (CLC) Limited on 1997 April 22, and scheduled to close on or before 1997 June 30, for the lands situated in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth and being composed of Lot 12, Registrar's Compiled Plan No. 1391, having a frontage of 11.253 metres (36.92 feet), along the southern limit of King Street East, and a frontage of 11.265 metres (36.96 feet), along the northern limit of Main Street East, and a depth of 82.892 metres (271.96 feet), known as 179 Main Street East, shown as Part 1 on Registered Plan 62R-13475, excluding that portion of the previously described lands occupied by a foundation wall encroachment of a building known as 242 King Street East, Hamilton,
be approved and completed and the purchase price of $51,500 be charged to Account Centre No. CH 00102 (Reserve for Property Purchase); and,

(b) That as consideration in the amount of $2 has been paid to the owner pursuant to the agreement, this amount be deducted from the purchase price; and,

(c) That in connection with the eaves of the building known as 242 King Street East, which overhang the property being acquired by the City, that the building owner be permitted to maintain the overhanging eaves, provided the owner enters into the City's Standard Encroachment Agreement in a form satisfactory to the City Solicitor and the Senior Director of the Roads Division, which agreement shall confirm that the encroachment may continue only during the pleasure of Council and be subject to an annual fee for his privilege in the amount of $20 per year or the fees as amended; and,

(d) That following completion of this said purchase, the Senior Director of Roads is hereby authorized and directed to prepare a by-law, in a form satisfactory to the City Solicitor, to establish the said lands as a highway forming part of Ferguson Avenue South.

(e) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funds are available within Account Centre No. CH 00102 (Reserve for Property Purchase).

BACKGROUND:

City Council at it's 1997 January 28 meeting approved Item 18 of the 1st Report of the Transport and Environment Committee authorizing the Property Department to negotiate the purchase of the subject lands. City Council at it's 1997 January 28 meeting also approved Item 7 of the 1st Report of the Finance and Administration Committee authorizing the City Treasurer to fund the purchase of the subject lands from Account Centre No. CH 00102.

Since 1917, the City of Hamilton has leased from Canadian National Railway (CNR) a parcel of land upon which Ferguson Avenue South, between Main and King Streets East, has been constructed. Cars use this portion of Ferguson Avenue for access to a Parking Authority car lot and to the rear of several business located on King and Main Streets East.

The subject lands are of significant interest to the City of Hamilton since they form part of the link that will implement the Ferguson Avenue Master Plan. The Ferguson Avenue Master Plan creates a continuous link from the Escarpment to the Hamilton Bay with emphasis on pedestrian and cyclist travel.

At the present time, the Ferguson Avenue Master Plan is not included within the Corporation's ten (10) year Capital Budget forecast. However, it would be a detriment to the entire Ferguson Avenue Master Plan if the City did not seize this opportunity to acquire the parcels of land presently offered by the CLC.

The subject lands have been transferred from Canadian National Railway (CNR) to Canada Lands Corporation (CLC) for disposal purposes. The negotiated price of $51,500 reflects less than the lower range of values for commercially zoned land in the downtown area. No environmental testing was completed on the subject parcel due to the use of the land for the past eighty (80) years by the City of Hamilton for road purposes.

Upon completion of the purchase of these lands and the preparation of new reference plan, the subject lands will be incorporated into the City's road allowance system.

The eaves of the abutting property, located at 242 King Street East, overhang the subject lands. As a courtesy, the owner of 242 King Street East will be allowed to enter into an encroachment agreement with the City and will be permitted to maintain the overhanging eaves.

VDP/new

c.c. P. Noé Johnson, City Solicitor
Attention: D. Powers

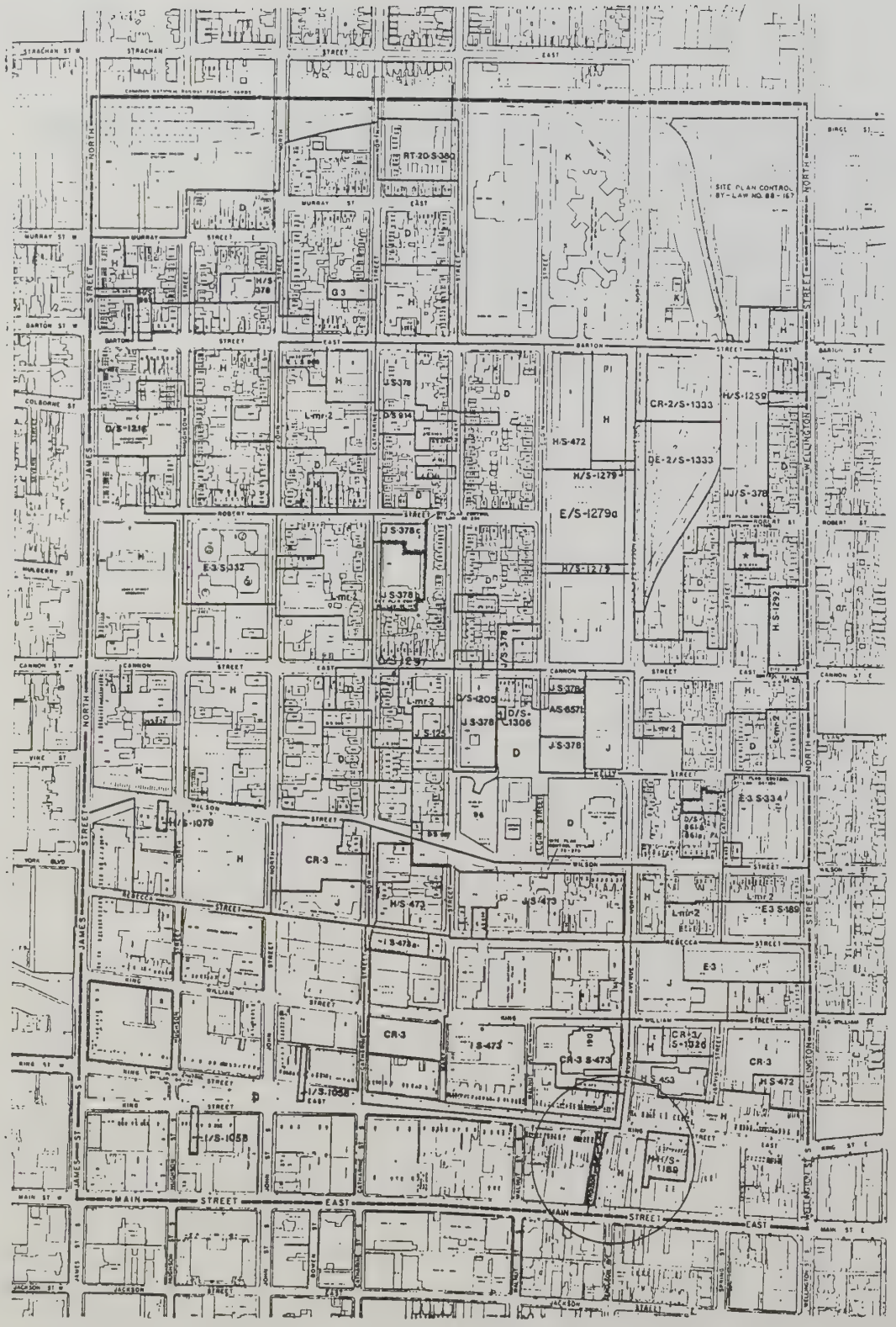
Allan C. Ross, Treasurer

V.J. Abraham, M.C.I.P., Director, Local Planning Division

K. M. Lau, Manager of Surveys, Roads Division

H. Milsome, Co-ordinator of Community Renewal, Public Works & Traffic Department

G. Aston, Director, Programming and Development, Roads Division



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

107	106	69
21	10	95
41	31	125

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

BEASLEY

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
SCALE 30m
NORTH

Prepared for The City of Hamilton
by the Planning and Development Department

PLANNING UNIT NO 6703

PAGE NO 10

2(o)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1997 May 5th

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

Information Reports

Transport and Environment Committee

Date	***From***	***Subject***	***Date Distributed***
April 21	Commissioner of Public Works and Traffic	Restore the Core Downtown Hamilton Improvement Plan - Update	1997 April 22

Kevin C. Christenson, Secretary
1997 May 5th

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1997

KEN ROBERTS
CHIEF EXECUTIVE OFFICER
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2nd floor

NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

URBAN MUNICIPAL

Tuesday, 1997 May 27
6:30 o'clock p.m.
Room 233, City Hall

MAY 27 1997

GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Downtown Hamilton Improvement Plan - Phase 1 (Copy to Follow)
   Award of Contract
   Sidewalk Reconstruction, Decorative Lighting Installation
   Planting Bed Preparation and Irrigation

2. (b) Downtown Hamilton Improvement Plan - Phase 1 (Copy to Follow)
   Supply and Delivery of Light Fixtures for King Street East

3. **ADJOURNMENT**




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